

ROYAL NAVAL DIVISION.
PUNJAB ROYAL BATTALION.
THE AIRMAILS have given
special attention for raising
the standard of 1,400 men, which will be
strictly limited to Public School or
University Men and who will serve
together as a Unit.
Training is now going forward.
Applicants desiring to enrol should
apply at once to
ROYAL NAVAL DIVISION,
6, 7 and 8, Old Road Street, W.
God Save The King.

Hongkong Daily Press.

ESTABLISHED 1867.

Registered as a Newspaper at the General
Post Office in the United Kingdom

"CAILLE"
PORTABLE MOTORS
FOR ATTACHING TO
ROWBOATS.
Shipments just to hand with
the latest improvements and
exclusive features not found
in others.
ALEX. ROSS & Co.,
Agents,
Tel. 27. 4, Des Vaux Road.

No. 17,802. 號二零百八千七萬一第 日十二月四年卯乙 HONGKONG, WEDNESDAY, JUNE 2ND, 1915. 三拜禮 號二月六年四國民華中 PRICE, \$3 PER MONTH.

THE HOME MAILS.

TO ARRIVE.

June 2nd.—Europe (via Siberia), per s.s.
KWONGLEE.
June 2nd.—Europe (via Siberia), per s.s.
CHENAN.
June 4th.—The English mail, per s.s.
MALTA.

TO DEPART.

June 3rd.—Straits, Ceylon, Port Said,
Marseilles and United Kingdom,
at 11 a.m., per s.s.
PUSHIN MARU.
June 3rd.—Europe via Siberia, at 4 p.m.,
per s.s. MALTA.
June 5th.—Straits, Burmah, Ceylon, Ade-
laide, Western Australia, India,
Aden, Egypt and Europe, at
11 a.m., per s.s. ORIENTAL.
June 5th.—Europe via Siberia, at 4 p.m.,
per s.s. CHENAN.
June 8th.—Europe via Siberia, at 11 a.m.,
per s.s. CHITO MARU.
June 8th.—Shanghai, North China, Japan,
via Nagasaki, Honolulu, United
States, South America, and
Canada via San Francisco, and
United Kingdom via Canada, at
11 a.m., per s.s. CHITO MARU.

F.B.—For further returns and for Mails to
and from the Coast Ports, Manila,
Siam, etc., see the Post Office Notice
on the last page of this issue.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY.
PORTLAND CEMENT.
In Casks 375 lbs. net.
In Bags 250 lbs. net.
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 3rd December, 1914. [57]

MITSU BISHI GOSHI KWAISHA
(MITSU BISHI CO.)
COAL DEPARTMENT
SOLE PROPRIETORS OF TAKASIMA
OGHI, MUTABE, YOSHINOTANI,
NAMAZUTA, SATO, SHINNEW
AND KAMIYAMADA Collieries.
AGENTS FOR
SAKITO AND OYUBARI Coals.
HEAD OFFICE—MARUNOUCHI,
TOKYO.
BRANCH OFFICES—NAGASAKI,
MOJI, KARATSU, WAKAMATSU,
OTABU, MURORAN, HAKODATE,
KOBE, OSAKA, KURE, TOKYO,
YOKOHAMA, NAGOYA, TSURUGA,
SHANGHAI, HONGKONG, HANKOW,
PEKING.
Cable Address for above: "IWASAKI."
Cables: A.I., A.B.C. 5th Ed., Western Union.
AGENTS—
CHINKIANG—Messrs. GEARING & Co.
MANILA—Messrs. MACDONALD & Co.
SINGAPORE—Messrs. BORNES & Co. LTD.
GLASGOW—Messrs. A. B. BROWN,
McFARLANE & Co., LTD.
For Particulars, apply to
K. KATO,
Manager,
No. 2 Pedder Street, Hongkong.
Hongkong, 24th April 1914. [54]

PEAK TRAMWAY COMPANY,
LIMITED.
TIME TABLE.
WEEK DAYS.
7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 " " 10.00 " " 10 " "
10.00 " " 11.00 " " 15 " "
11.30 " " 12.45 p.m. " " 10 " "
12.45 p.m. to 1.15 " " 15 " "
1.15 " " 2.15 " " 10 " "
2.15 " " 3.00 " " 15 " "
3.00 " " 3.10 " " 10 " "
NIGHT CARS.
8.50 p.m. and 9.00 p.m. 9.30 to 11.00 p.m.
Every Half-Hour.
1.00 p.m. to 11.45 p.m.
Every Quarter-Hour.
SUNDAYS.
7.45 a.m. to 10.30 a.m. Every 15 minutes.
10.30 " " 11.00 " " 10 " "
11.30 " " 12.00 noon " " 15 " "
12.00 noon to 1.00 p.m. " " 10 " "
1.00 p.m. to 6.00 " " 15 " "
6.00 " " 7.00 " " 15 " "
7.00 " " 8.10 " " 10 " "
NIGHT CARS as on Week Days.
Extra Car at 12 Midnight.
SPECIAL CARS by arrangement at the
Company's Office, Alexandra Buildings,
Des Vaux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong 29th May, 1914. [467]

MITSU BISHI DOCKYARD AND ENGINE WORKS.

A.I., A.B.C., WESTERN UNION, ENGINEERING AND BENTLEY CODES USED.
Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers,
Manufacturers of Centrifugal Condensers, Stone's Manganese, Bronze Castings,
Parsons's Steam Turbines and Turbo-Alternators, &c., &c.

NAGASAKI.
TELEGRAPHIC ADDRESS: "DOCK," NAGASAKI.
GRAVING DOCKS AND PATENT SLIP.
Length on Keel Blocks ... 510 feet 350 feet 714 feet.
Width of Entrance on bottom ... 77 " 53 " 88 "
Water on Blocks at Spring Tide ... 26 " 24 " 34 "
PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.
The Salvage Steamer "OURA MARU," 716 tons and 12 knots.
Two Floating Cranes of 60 and 30 tons each, besides 150 tons Giant Crane.

KOBE.
TELEGRAPHIC ADDRESS: "WADADOCK," KOBE.
FLOATING DOCKS.
Lifting Power ... No. 1, 7,000 tons. No. 2, 12,000 tons.
Max. Length of Ship taken in ... 460 feet ... 590 feet.
Max. Breadth of Ship taken in ... 56 " ... 66 "
Max. Draft of Ship taken in ... 22 " ... 26 "
The Salvage Steamer "ARIMA MARU," Pumping capacity per hour 3,000 tons.
HIKOSHIMA (Near Shimonoseki).
TELEGRAPHIC ADDRESS: "DOCK," SHIMONOSEKI.
GRAVING DOCK.
Length on Keel Blocks ... 368 feet 0 inch.
Breadth at Entrance on bottom ... 56 " 0 "
Depth of Water on Blocks at Spring Tide ... 25 " 7 "
Floating Crane capable of lifting 20 tons weight.
THE NAGASAKI, KOBE AND HIKOSHIMA DOCKYARDS
are closely connected with each other, enabling them to co-operate in the prompt execution
of work and to suit the convenience of customers.
Any Orders will be promptly attended to and Estimates sent on application. [656]

THE KAILAN MINING ADMINISTRATION.

KAIPING COAL:
Now well-known throughout the East for
STEAM RAISING, FORGING, STEEL MAKING, SHIPS'
BUNKERS AND HOUSEHOLD PURPOSES.
KAIPING COKE:
Competes with the best quality English Cokes for
FOUNDRY, SMELTING AND HOUSEHOLD PURPOSES.
HIGHEST GRADE
FIREBRICKS
FIRECLAY.
STOCK ALWAYS ON HAND.
OFFICE: QUEEN'S BUILDINGS, HONGKONG. TEL. ADD: MAISHAN, HONGKONG.
TELEPHONE No. 1080.
DODWELL & CO., LTD.,
Hongkong, 1st October, 1914. AGENTS. [44]

SOUTH MANCHURIA RAILWAY.

TRAVERSING THE NEWEST AND MOST INTERESTING COUNTRY
OPENED TO THE TOURIST AND HOLIDAY-MAKER.
THE SHORTEST, QUICKEST, AND CHEAPEST ROUTE BETWEEN THE
FAR EAST AND EUROPE IS STILL VIA THE
SOUTH-MANCHURIA RAILWAY.
Time-Table from May 1st, 1915, until Further Notice.
Owing to the War the THRICE-WEEKLY EXPRESS TRAIN SERVICE has been
temporarily suspended, and a ONCE WEEKLY EXPRESS TRAIN SERVICE, composed
of excellently equipped Dining and First and Second Class Sleeping Cars, is operated between
Dairen and Changchun in connection with the Trans-Siberian Express Trains and with
Dairen-Seiton (Taiping) Shanghai Mail Steamer Service by the S.S. "SAKAKI MARU"
and "KOBE MARU" (each equipped with wireless telegraph) as follows:

NORTH BOUND.

		Connecting at Harbin with the Trans-Siberian Service to Peking.		Harbin		Yokohama	
1st Class	2nd Class	3rd Class	4th Class	1st Class	2nd Class	3rd Class	4th Class
7.00	7.30	8.00	8.30	7.00	7.30	8.00	8.30
11.30	12.00	12.30	1.00	11.30	12.00	12.30	1.00
1.45	2.15	2.45	3.15	1.45	2.15	2.45	3.15
5.15	5.45	6.15	6.45	5.15	5.45	6.15	6.45
8.00	8.30	9.00	9.30	8.00	8.30	9.00	9.30
11.30	12.00	12.30	1.00	11.30	12.00	12.30	1.00
1.45	2.15	2.45	3.15	1.45	2.15	2.45	3.15
5.15	5.45	6.15	6.45	5.15	5.45	6.15	6.45
8.00	8.30	9.00	9.30	8.00	8.30	9.00	9.30
11.30	12.00	12.30	1.00	11.30	12.00	12.30	1.00
1.45	2.15	2.45	3.15	1.45	2.15	2.45	3.15
5.15	5.45	6.15	6.45	5.15	5.45	6.15	6.45
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11.30	12.00	12.30	1.00	11.30	12.00	12.30	1.00
1.45	2.15	2.45	3.15	1.45	2.15	2.45	3.15
5.15	5.45	6.15	6.45	5.15	5.45	6.15	6.45
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11.30	12.00	12.30	1.00	11.30	12.00	12.30	1.00
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11.30	12.00	12.30	1.00	11.30	12.00	12.30	1.00
1.45	2.15	2.45	3.15	1.45	2.15	2.45	3.15
5.15	5.45	6.15	6.45	5.15	5.45	6.15	6.45
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11.30	12.00	12.30	1.00	11.30	12.00	12.30	1.00
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11.30	12.00	12.30	1.00	11.30	12.00	12.30	1.00
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11.30	12.00	12.30	1.00	11.30	12.00	12.30	1.00
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5.15	5.45	6.15	6.45	5.15	5.45	6.15	6.45
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11.30	12.00	12.30	1.00	11.30	12.00	12.30	1.00
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11.30	12.00	12.30	1.00	11.30	12.00	12.30	1.00
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5.15	5.45	6.15	6.45	5.15	5.45	6.15	6.45
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5.15	5.45	6.15	6.45	5.15	5.45	6.15	6.45
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5.15	5.45	6.15	6.45	5.15	5.45	6.15	6.45
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1.45	2.15	2.45	3.15	1.45	2.15	2.45	3.15
5.15	5.45	6.15	6.45	5.15	5.45	6.15	6.45
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5.15	5.45	6.15	6.45	5.15	5.45	6.15	6.45
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11.30	12.00	12.30	1.00	11.30	12.00	12.30	1.00
1.45	2.15	2.45	3.15	1.45	2.15	2.45	3.15
5.15	5.45	6.15	6.45	5.15	5.45	6.15	6.45
8.00	8.30	9.00	9.30	8.00	8.30	9.00	9.30
11.30	12.00	12.30	1.00	11.30	12.00	12.30	1.00
1.45	2.15	2.45	3.15	1.45	2.15	2.45	3.15
5.15	5.45	6.15	6.45	5.15	5.45	6.15	6.45
8.00	8.30	9.00	9.30	8.00	8.30	9.00	9.30
11.30	12.00	12.30	1.00	11.30	12.00	12.30	1.00
1.45	2.15	2.45	3.15	1.45	2.15	2.45	3.15
5.15	5.45	6.15	6.45	5.15	5.45	6.15	6.45
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11.30	12.00	12.30	1.00	11.30	12.00	12.30	1.00
1.45	2.15	2.45	3.15	1.45	2.15	2.45	3.15
5.15	5.45	6.15	6.45	5.15	5.45	6.15	6.45
8.00	8.30	9.00	9.30	8.00	8.30	9.00	9.30
11.30	12.00	12.30	1.00	11.30	12.00	12.30	1.00
1.45	2.15	2.45	3.15	1.45	2.15	2.45	3.15
5.15	5.45	6.15	6.45	5.15	5.45	6.15	6.45
8.00	8.30	9.00	9.30				

EVER READY ENTERTAINMENT THE VICTOR-VICTROLA



RECITALS GIVEN DAILY.

EXCLUSIVE AGENTS:

MOUTRIE'S.

BEFORE LEAVING FOR HOME

ON A HOLIDAY

ORDER THE

"HONGKONG WEEKLY PRESS"

TO BE SENT TO YOU, AND SO

KEEP IN TOUCH WITH THE FAR EAST.

ALL THE NEWS OF THE WEEK FULLY RECORDED,
INCLUDING THE MOVEMENTS OF THE LOCAL MARKETS.

24 PAGES! 24 PAGES!! 24 PAGES!!!

ASAHI BEER

DRINK

ALLSOPP'S

BRITISH PILSENER
BEER.

SOLE AGENTS:

CALDBECK,
MACGREGOR & CO.

WINE & SPIRIT MERCHANTS.

15, QUEEN'S ROAD CENTRAL.

FRENCH LESSONS

G. MOUSSION,

15, MORRISON HILL ROAD.

LIKE OIL ON THE WATERS.

Like the quieting influence of oil poured on the angry waters in a storm, Little's Oriental Balm calms and soothes the tortured nerves, stops the excruciating pains and hids Sciatica release its hold on the sufferer. LITTLE'S ORIENTAL BALM has been the standard, the universal remedy for Sciatica for years and years. It has thousands of cures to its credit. The most difficult cases, given up by physicians, have been almost immediately relieved and promptly cured. If you suffer the agonies of Sciatica, send now to the nearest Chemist or Medicine Vendor and get a bottle of this remarkable remedy.

Sold at 1s. 4d. per bottle.

Agents for Hongkong: Messrs. A. S. Watson & Co., Ltd.

EXPEDITION TO THE DARDANELLES.

ALLIES' GREAT TASK.

[FROM E. ASHMEAD-BARTLETT.]

EASTERN MEDITERRANEAN, April 12.

The days of the Turk in Europe are numbered, but no one will deny that he is trying hard and game. It came as a disagreeable shock to many to read on the morning of March 19 that two British battleships and one French had been sunk in the Dardanelles whilst several others had been hit and damaged. The blow was all the more sudden because the public had been led to believe from previous official and unofficial reports that all was going well.

We were told that the outer forts had been completely destroyed, and that the work of mine-sweeping had made excellent progress. This news was given in perfect good faith, and was also quite true, but we built up on it to great a structure of hope, few realising the immense difficulties the Fleet has had to face, obstacles which do not really commence until the Narrows are approached. The combined advance of the Allied Fleet up the Dardanelles on March 18 was not an attempt to pass the Narrows. It was merely intended as a great demonstration against the forts, in order that the destroyers and sweepers might clear the minefield under cover of the guns of the ships.

This work was carried out in the most gallant manner and was perfectly successful, but unfortunately the further advance had to be abandoned, owing to the sudden and unexpected disasters to three vessels inflicted by drifting mines. Yet the price paid cannot be considered too high when one remembers the issues at stake, and the vast bearing they may have on the future of the war. The Turks have always believed the Dardanelles to be impregnable, and this belief had been accepted as the truth by most lay minds until the Navy started to put the issue to the test. Then for some unknown reason there came a quite unjustifiable wave of optimism, which swept over the country until the eyes of the public were opened by the events of March 18.

CHANGED CONDITIONS. In the old days of sailing ships the Dardanelles were a most formidable obstacle, which no admiral would have faced with confidence. But then the guns of both forts and ships had only a very short range, and the chief difficulty was to find a favourable wind which would carry the old three-deckers past the Narrows up into the Sea of Marmora. They could have got through had they been able to keep in the centre of the channel and make their way against the four-knot current which comes swirling down. But unless the wind was dead aft they had to tack from side to side, thus coming within close range of the forts, whose fire it was almost impossible to keep down by broadsides.

If it was almost impossible to overcome these obstacles in the early days of the nineteenth century the difficulties and dangers of the passage have been increased tenfold now by long-range weapons, torpedoes and mines. Nevertheless, the Navy is of opinion that the Narrows can be forced, in spite of these obstacles, and this opinion has been strengthened and confirmed by the great trial of March 18. It might mean the loss of ships, but if the fleet would not hesitate to make the attempt, unless there were a powerful army ready to occupy the Gallipoli Peninsula the moment the Fleet passed into the Sea of Marmora, or made its way to Constantinople, the Straits would immediately be closed behind it, and, supposing the Turks, backed up by German officers and German intrigues, decided to continue the war, it would have to fight its way out, and again clear the minefield. It has long been an accepted axiom of naval warfare that ships are of no use against forts, or that they fight at such a disadvantage that it is not worth while employing them for such a purpose.

REMARKABLE RESISTANCE. This axiom must now be modified, after the experience which the Fleet has gained in the present operations against the Dardanelles. Any fort built of stone or concrete, however strong, can be put out of action by direct fire from guns, if only a clear view of it can be obtained, or provided aeroplanes are available to "spot" for the gunners to signal back results, and correct the fire. Yet nothing has amazed the gunners out here more than the resisting power of these old forts round the Dardanelles.

For instance, those at Seddul Bahr and Kum Kale, at the northern and southern entrances to the Dardanelles, were subjected to a terrific bombardment by the combined Fleets on Feb. 19, both at long and short range. They were so completely smothered with fire that no one believed a stone or a gun could be left standing. Their fire was, in fact, completely silenced. Yet, when the landing parties were put ashore to examine them, the material damage was found to be comparatively small, although they were mere shambles.

Many of the guns were still intact, and one gun was actually found loaded. The work of destruction had to be completed by the landing parties, and the forts are now heaps of unoccupied ruins, with their guns lying about at all angles. In like manner the forts at Chumuk, on the Asiatic side of the Narrows, and at Kilid-Bahr, on the European, together with the batteries known as Nos. 7 and 8 lower down the Straits, were silenced temporarily on March 18, because they were so completely smothered by a tremendous volume of fire that the gunners were driven from the guns to the cover of their bomb-proof shelters; but in view of experience gained on Feb. 25 the Fleet does not claim to have knocked out many guns in them, and after the disaster to the *Irresistible* and *Ocean* some of the guns were manned again, and concentrated a tremendous fire on these unfortunate ships during the work of removing the crews to destroyers.

GERMANS' VALUABLE AID. It must also be borne in mind that the Turks were not relying on their heavy guns alone to defend the Straits. They knew that their minefield was to a great extent intact, and that the Fleet would have great difficulty in getting through without heavy loss. Nevertheless, all those works which actually overlooked the Dardanelles, and are situated right on the shores of the Straits, can be placed out of action by the guns of ships, or else smothered with such a volume of fire that the gunners will be forced to take shelter in the bomb-proofs. But such works as these only come within the category of obsolete defences. They are no longer the real obstacles which must be overcome before the passage can be forced.

The Turkish soldier fights very well behind entrenchments, but he is a very bad gunner and possesses absolutely no knowledge of the science of war. Had the defence of the Straits been left in his hands alone the Allied Fleet

would most probably have been off Constantinople by now. But the Turkish army, directed by highly-trained German officers, and having the advantage of their science and technical skill, is a very different enemy. One must give the Germans their due credit for praise for the manner in which they have adapted the defences to meet the immense power of ships guns, and for having built up a kind of secondary defence out of any material available—which is now proving far more formidable than the old forts mounting the heaviest guns.

The Fleet has three main obstacles to overcome, and to achieve decisive results the assistance of a very large expeditionary force, supplied with powerful artillery, both field and howitzer, is essential. First and foremost are the mine fields, which are constantly being renewed, and the floating mines, which are carried down by the four-knot current. It is now generally accepted that it was mines of this description which sank the *Douvet*, the *Irresistible*, and the *Ocean*.

FORMIDABLE OBSTACLES. The second obstacle which must be overcome is formed by the concealed batteries of heavy howitzers and direct-fire guns which have been placed in position since the first attack on the outer forts. The movable batteries of field guns and light howitzers, which are shifted from point to point under perfect cover, and which open up on the ships from the most unexpected positions present the third obstacle. All these defences have an important bearing on each other. For instance, field guns and light howitzers can do little or no damage to a battleship cleared for action except to those in her control tops. Several ships have thus suffered. But they can inflict very serious damage on trawlers and destroyers engaged in the task of sweeping the Straits.

The work has often had to be checked on account of the severity of this fire. The destroyers and trawlers go up the Dardanelles under the protection of a battleship, and they commence their operations. They are immediately subjected to a tremendous fire from the enemy's light guns, which are so carcass-like of the battleship in charge finds it almost impossible to pick up a target. They can only aim at the flashes of the guns when these are visible, or else by the map, after an aeroplane reconnaissance has located a battery. Some guns and batteries are temporarily silenced, but on the following day they are shifted to a fresh position and the task of locating them has to commence all over again.

Thus the task of clearing the fixed mine field is rendered extremely difficult. The Germans have also mounted many heavy guns inland, where it is extremely difficult to locate them, and some of these are powerful enough to inflict very serious damage on battleships. Anything made of stone or concrete, which is visible will be speedily smothered by the direct fire of naval guns, and by indirect fire, assisted by accurate "spotting" from an aeroplane.

STRENGTH OF THE STRAITS. In this sense the old axiom that ships are of no use against forts is quite inaccurate, but the enemy has discovered that even the heaviest shells can do but a minimum of damage to a well-constructed emplacement of earth thrown up in front of a gun. The great shells from the ships throw up an enormous amount of smoke and earth; but the actual damage is small. It can, in fact, generally be made good during the night, or when the weather is too thick to allow of shooting. A battleship has to score a direct hit on the gun itself before guns mounted in this simple manner can fairly be said to be out of action. The difficulty of scoring the direct hits is enormous, especially when the fire is indirect and has to be corrected by aeroplanes, which are themselves constantly exposed to heavy shrapnel fire which it is impossible to keep under.

If the ground on the European and Asiatic sides of the Straits were flat the task would be comparatively easy, because the enemy's guns could be kept out of range by the long-range gun of the ships. Unfortunately it is just the reverse. The Gallipoli Peninsula is a jumble of hills, valleys, small rivers, low-lying ridges, and spurs, which assume no regular formation, and which seem to have been especially designed by Nature to assist the defence of the Straits. In parts the country is thickly wooded, in others the trees are sparse, and there are patches of low-lying ground which have been cultivated. The ascent from the shore is steep and fairly high, and the ships must clear this initial obstacle before they can reach their mark.

CONCEALED BATTERIES. Amongst this hilly country there are innumerable positions where guns can be concealed, in valleys, behind hills, or amongst trees. When a gun or battery has been located by an aeroplane it is often necessary to fire right over the top of several ridges of hills, and the smoke of the bursting projectiles cannot be seen, even from the control tops. The Asiatic shore of the Strait is lower, and is commanded along almost its whole length by the European. The hills are not so high with the water, and it is therefore easier to locate batteries on that side.

But even with this small assistance it has been found impossible to silence the enemy's guns. Amongst the hills and broken ground they conceal them with ease and security, and they are also, apparently, able to move guns with much greater facility on the south side. The more the task of forcing the Straits is examined, the more stupendous proportions does it assume. We do not know what number of troops the Turks have on the Peninsula, and on the Asiatic side, but it must not be forgotten that they have had ample time and ample warning to bring up any reinforcements which are available from the needs of the other theatres of war. They are entrenched up to their necks, and have placed barbed wire round every position. The Fleet has done, and is doing, everything possible to assure success, in the face of obstacles such as no Fleet has taken on before. The tale of gallant deeds is a long and glorious one. But the facts must be faced. They are briefly these.

No fleet can advance even close to the Narrows, much less through them, until the mine-field has been cleared. The enemy's heavy concealed guns and light mobile artillery render this task impossible, even under the covering fire of the battleships, for the reason I have already explained. In addition, there is every known reason to believe that the Turks have placed a large number of torpedo-tubes along both shores. Therefore the only way the Straits can be opened up from the land side. To accomplish this a very large Expeditionary Force is required, and also a very large number of field howitzers, with which to deal with the concealed batteries.

The guns of the battleships can cover a landing, and their fire will be able to assist an advance inland up to a certain point, but once the army is on shore it must do the real work of taking the enemy's positions in reverse by its own unaided efforts. We do

not know the enemy's numbers, but he is entrenched everywhere, and the lessons of the Dardanelles have brought it clearly home what the cost of assaulting entrenched positions means. Everything will depend on the number of guns available for shore work, and the numbers of infantry.

A great army is required to ensure success. The occupation of the Gallipoli Peninsula would probably enable the Straits to be cleared for the ships to pass, because, as I have already said, the northern shore commands the southern, and the enemy's artillery on the Asiatic side could thus be kept at a distance.—*London Daily Telegraph*.

"HOME OF THE FREE-LAND."

HOW AN EMPIRE SONG WAS WRITTEN.

Home-land, sea-land,
Home of the free land,
Faithful thy children, wherever they be;
One in thy motherhood,
One in our brotherhood!
One in devotion, undying to thee!

It is generally known that John Coates, the well-known English tenor, has written a new patriotic ballad, "The Rally Call," but the romantic story of how he came to do so has still to be told.

It appears that at the end of July Mr. Coates went to the Wagner Festival at Bayreuth, where "Parsifal" was being performed. During the long interval between the second and third acts he went out to dinner.

But he did not dine; he forgot to dine, the air was so charged with electricity, human electricity. War with Russia had just been declared, mobilisation papers were out, the waiters in the restaurant were already getting ready to march away, and the streets were filled with men, women, and children all delirious with excitement.

PERFECT PATRIOTISM. But what impressed Mr. Coates more than anything else was the fervid patriotism those Germans infused into their singing of "Deutschland über Alles."

"We have nothing quite like that in England," he said, "and I do think we misrepresent that national song. It does not mean 'Germany over all,' but 'Germany above everything.' I admire them for the sentiment. They fancy we Englishmen are not imbued with the same feeling. We are, but we do not carry it on our sleeve as they do. We do not express it."

Siegfried Wagner, the son of the great composer, was anxious that Mr. Coates should stay with him at Bayreuth, for at that time war had not been declared. Mr. Coates decided, however, to return to England, but a fierce yearning to write a song that might become to his native land what "Deutschland über Alles" was to the Germans took possession of him. The idea never left him.

"I wanted to take in the whole lot," he said, "England, Britain, the Empire, were not quite comprehensive enough. Homeland, after all, expresses exactly what I felt—we all have a share in that."

Homeland, best land,
Clustering West land.

"Everybody can sing such lines as those—Carson, Redmond, the Suffragettes, Tories, Liberals, Socialists, or strikers."

WHAT SIR EDWARD ELGAR SAID: "After all, you know, there is something in being little enough to be patriotic; and why should not an Englishman be prejudiced in favour of his own country?"

"But it's very funny," continued Mr. Coates, "how I came to write the music. I have been identified with Elgar's work, and we are great friends. I went to him and asked him if he would set it."

"Good heavens, Arch Chatter," he replied, "for that is his name for me, I've had scores of patriotic ballads sent to me since the war broke out. It's not so easy to fit them to melody as some folk imagine."

"But I was very anxious that Sir Edward should not give me the slip. I'd like it to go something like this," I said, "to remind one of men marching all the time." With that I hummed a refrain.

"Why, man!" exclaimed Sir Edward, "you've got a tune of your own. Sing it out. What's wrong with that?"

"I sang it out, and strange to say, on the next day, whilst travelling to rehearsal by the Underground the melody came to me all of a sudden."

"And that was how I came to write the song, which I shall sing for the first time in London with orchestral accompaniment at the Red Cross entertainment at the Royal Albert Hall on Saturday, April 17."—*Pall Mall Gazette*.

GERMAN CONFESSION.

MISCALCULATIONS AND MISTAKES.

The German newspaper *Der Tag*, which during the first month of the war shouted: "Herr Gott, sind diese Tage schon!" (O Lord, how delightful these days are), has arrived now at a totally different state of mind and declared recently:—

"So many of our calculations have deceived us. We expected that British India would rise when the first shot was fired in Europe, but in reality thousands of Indians came to fight with the British against us. We anticipated that the whole British Empire would be torn to pieces, but the Colonies appear to be closer than ever united with the Mother Country. We expected a triumphant rebellion in South Africa, yet it turned out nothing but a failure. We expected trouble in Ireland, but instead, she sent her best soldiers against us. We anticipated that the party of 'peace at any price' would be dominant in England, but it melted away in the ardour to fight against Germany. We reckoned that England was degenerate and incapable of placing any weight in the scale. Yet she seems to be our principal enemy."

The same has been the case with France and Russia. We thought that France was depraved and divided and we found that they are formidable opponents. We believed that the Russian people were too disheartened to fight for their government, and we made our plans on the supposition of a rapid collapse of Russia, but, instead, she mobilised her millions quickly and well, and her people are full of enthusiasm and their power is crushing. These miscalculations have laid upon themselves a heavy responsibility.

COTTON CONTRABAND.

"A BLOCKADE STOPS ALL ARTICLES."

The Press Bureau last month issued a letter on the subject of cotton as contraband which Sir John Simon has sent to the secretary of the Conference of Chemists and Engineers. The Attorney-General suggests that the conference is under some misapprehension either as to the steps which are in fact being taken under the Order in Council of March 11 concerning the blockade of German ports, and adds: "To imagine that since that date anything can be gained, so far as stopping the entrance of cotton into Germany is concerned, by calling it contraband, is in effect to suppose that a blockade is rendered more effective if you add that specified contraband articles will not be allowed to break the blockade."

A blockade stops all articles, whether they are contraband or not, and therefore the addition would not have any practical consequences whatever. What is true of Germany is, of course, equally true of Austria."

THE AMERICAN NOTE TO GERMANY.

[AS TELEGRAPHED TO THE FOREIGN OFFICE IN TOKYO.]

An official telegram from Washington to the Foreign Office at Tokyo gives the following as the principal points:—

I. Germany has often infringed the rights of America on the high seas; and especially in the sinking of the *Lusitania* more than a hundred American lives have been lost. At this critical moment, clear and full understanding between Germany and America should be established.

II. The Government of the United States is shocked by the sinking of the *Falaba*, by which an American was drowned, the German aeroplane attacks upon the *Cushing* and *Gulf Light*, in which more than two Americans were killed, the sinking of the *Lusitania* and other cases of similar nature.

III. In view of the German vows of justice which have often been declared, it is impossible to believe that the above-mentioned acts, which are clearly contrary to international law, have been committed with the approval of the German Government. The Government of the United States earnestly hopes that the German Government will dispel the unfavourable impression which it has given upon the world and that it will recognise the liberties of the high seas.

IV. The American Government received the German note saying that Germany had declared a blockade of the seas in the war-zone in reparation for the enemy's blockade of the seas, but an answer was given at the time that it could not recognise the infringements of the rights of American ships and passengers, and that the German Government would be held for such acts whether they are done with intent or accidentally. The American Government cannot believe that Germany entertains doubts as to American rights.

V. The American Government clearly understands that it is practically difficult for submarines to examine, or search, or capture merchant-ships, or to give time to the passengers and crew; but in the cases above cited even a warning for torpedoing was not given. At any rate, it is clear that the submarine attacks upon merchantmen are impossible without violating the sacred laws of justice and humanity.

VI. The Americans have the right to make trips on the high seas by either neutral or belligerent ships, and it is the American Government's duty to protect this right. At times the German Embassy gave warning to the American people through the newspapers, but the American Government has made no public announcement. Nothing would be said here as to such an irregular method; but the responsibility of unlawful acts cannot be escaped by a warning.

VII. The American Government, which always upholds, as the German Government well knows, fair and noble principles, can not believe that the commanders of the German submarines have dared such unlawful acts without misunderstanding the orders of their naval authorities. The American Government, therefore, earnestly hopes that the German Government will redeem the damages to the sufferers, and the recurrence of such acts, disavowing the acts of the commanders of the submarines.

VIII. In view of the existing friendship between Germany and America, and especially in consideration of the treaty of 1825, the American Government and people expect stronger assurances than before. But, as apology and the payment of damages are not sufficient to dispel the neutrals' fear of great perils, they are not enough for the explanation of the submarine attacks.

IX. The American Government expects the German Government to understand that it would not hesitate in any words or acts necessary to the protection of the rights of America and American people.

WAR BREVITIES.

The price of the quarter (4lb.) loaf was again advanced a halfpenny in London last month. The general price was \$14, but it varied slightly according to the district.

In the Capetown House of Assembly recently the Committee of Ways and Means adopted the resolution imposing a special tax of half a million sterling on the profits of the gold mines.

A mammoth traction engine, the largest in London, passed down the Strand recently driven by soldiers in khaki. To the funnel of the engine was attached a large iron cross labelled "For Kultur."

Mr. Robertson in the House of Commons last month informed Lord Charles Beresford that the amount of German property in the United Kingdom was about £84,000,000. He could assure Lord Charles that it would remain favourable for such future disposal as might seem proper.

NEW ADVERTISEMENTS

FIRE INSURANCE ASSOCIATION OF HONGKONG.

KING'S BIRTHDAY.

NOTICE IS HEREBY GIVEN that all FIRE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business TO-MORROW (THURSDAY), the 3rd June.

By Order, A. R. LOWE, Secretary. [622]
Hongkong, 2nd June, 1915.

MARINE INSURANCE ASSOCIATION OF HONGKONG.

KING'S BIRTHDAY.

NOTICE IS HEREBY GIVEN that all MARINE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business TO-MORROW (THURSDAY), the 3rd June.

By Order, A. R. LOWE, Secretary. [623]
Hongkong, 2nd June, 1915.

WANTED.

MRS. and MISS KELLY (Headquarters House) would be glad to hear of any suitable person willing to act as MAID to them on the voyage home in return for passage. Must be good sailor.

Hongkong, 2nd June, 1915. [621]

SOCIETE DES PULPES ET PAPIERES DU TONKIN.

(TONKIN PULP & PAPER COMPANY)
Capital: \$750,000.
Head Office: 21 rue Jules Ferry, Haiphong.

SECOND NOTICE.

AT a GENERAL MEETING of the SHAREHOLDERS of the SOCIETE DES PULPES ET PAPIERES DU TONKIN, convened successively for the 1st of March and for the 12th of April, 1915, to discuss and carry on the following Resolutions, 2,143 Shares out of 15,000 were represented on the first date, and on the second 3,476 only out of 7,800.

Whereas, by law of the 13th of November, 1913, in order to carry on any alteration in the Statutes of the Society, the quorum for the first meeting must be 3/4 of the Capital, and for the second half of the said Capital, and for the third meeting one-third of the Capital is represented, the Board of Directors hereby notify that an EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS of the above Society is to be held at their Head Office, 21 rue Jules Ferry, at Haiphong, on MONDAY, the 14th day of June, 1915, at 3 o'clock in the afternoon, when the following Resolutions will be submitted:

1. Report of the Directors on the working of the Society's accounts to be presented and passed.
2. Report of the Auditor.
3. Anticipation of the dissolution of the Society, nomination of Liquidators, the liquidation of their powers.
4. For the Board of Directors.

M. DANDOLE.
Notre—Every Shareholder, whatever number of Shares he holds, may participate in the Meeting, and is entitled without limitation to as many votes as there are Shares in his possession. [624]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship.

"DUNERA" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from "Dunera" if not already of arrival arranged.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board on the 3rd inst., at Noon, will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from "Dunera", upon Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Underwriter.

DAVID SASSOON & Co., LTD., Agents.
Hongkong, 1st June, 1915. [625]

ON HIS MAJESTY'S SERVICE.

TENDERS are invited for the supply of

CARPENTERS, FITTERS, CAULKERS, PLUMBERS, PAINTERS AND SCRAPERS, SHOEMAKERS OR LEATHERWORKERS, to H.M. NAVAL YARD.

Forms of Tender can be obtained at the Chief Constructor's Office, H.M. NAVAL YARD, Hongkong, and should be filled in and returned as indicated in Tender Form not later than Noon, SATURDAY, the 12th June.

C. D. J. BELL, for Chief Constructor.
H.M. NAVAL YARD, Hongkong, 20th May, 1915. [610]

NOTICE.

ALL Persons applying to the PROVOST MARSHAL for Passes are requested to future to apply between the hours of 9 A.M. to 1 P.M. and 2 to 4 P.M. daily.

Hongkong, 16th February, 1915. [629]

INTIMATIONS

BANK HOLIDAY.

IN Accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business TO-MORROW (THURSDAY), the 3rd June.

Hongkong, 31st May, 1915. [613]

A. S. WATSON & CO., LIMITED.

NOTICE IS HEREBY GIVEN that the THIRTIETH ANNUAL ORDINARY GENERAL MEETING of the Company (since its registration) will be held at the Hongkong Hotel, Hongkong, TO-MORROW (THURSDAY), 3rd day of June, 1915, at Noon, for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to the 31st December, 1914.

The REGISTER of SHARES of the Company will be CLOSED on MONDAY, the 31st day of MAY, the 4th June, 1915, both days inclusive, during which period no Transfer of Shares can be Registered.

JOHN D. HUMPHREYS & SON, General Managers. [604]
Hongkong, 25th May, 1915.

CHEAP SALE FOR 15 DAYS ONLY.

THE Underigned will sell at a Clearance Cheap Sale Clothing Materials comprising the following:—Japanese Silk, Satin, Taffeta, English Satin, Umbrellas, Sunshades, Towels, Velvet, Velveteen and Sundries.

H. KIPFOOLA & Co., 13 and 15, D'Aguiar Street.
Hongkong, 1st June, 1915. [614]

FOR SALE.

ALL kinds of

FOREIGN POSTAGE STAMPS

ALBUMS, and other

PHILATELIC GOODS,

at Prices to suit any Buyer.

GRACA & CO.,

CARNA ROAD, NO. 11A.
Hongkong, 1st April, 1915. [646]

A LING & CO.,

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS

STORE.

Photographic Goods of Every Description in Stock.

Developing, Printing and Enlarging.

Canton Marbles in Various Shades.

TELEPHONE 1219.
Hongkong, 4th February, 1915. [516]

ORDER AT ONCE.

THE

DIRECTOR

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FOR CHINA, JAPAN, ETC.

FOR THE YEAR

1915.

INDISPENSABLE TO EVERY

BUSINESS MAN.

TO BE OBTAINED FROM THE

HONGKONG DAILY PRESS OFFICE

and

LOCAL BOOKSELLERS.

1,850 PAGES—PRICE \$10.

The alterations this year are unusually heavy owing to changes incidental to the War.

Hongkong, 16th March, 1915.

TO LET.

"BISHOP'S LODGE SOUTH," No. 11,

The PEAK, Unfurnished, 6 Rooms.

"SHORNOLIFFE," Garden Road (Bowen Road level), 6 Rooms, Unfurnished.

ONE LARGE SHOP in Queen's Road Central (opposite Hongkong Hotel).

No. 3, CAMERON VILLAS, 62, THE PEAK (Unfurnished).

"WOODBURY," No. 4, Harkow Road, Kowloon.

No. 1, CAMERON VILLAS, No. 61, THE PEAK, Unfurnished, Immediate possession.

No. 3, DES VUEX VILLAS, 52, Mount Kellett, The Peak (Unfurnished or Unfurnished).

No. 25, BELILIOS TERRACE, with entrance on Conduit Road.

No. 27, BELILIOS TERRACE, with entrance on Conduit Road. In very good order.

3 ROOMS, suitable for Offices, 1st Floor, Queen's Road Central.

"WESTWARD HO," Bonham Road.

"EGGESFORD," No. 124, THE PEAK, Unfurnished (6 Rooms), from 1st May, 1915.

"MERION," No. 6, THE PEAK, Unfurnished (6 Rooms).

ROOMS in BEACONSFIELD and 55, BELGIN TERRACE.

"BOGATE," Austin Road, Kowloon.

No. 2, DES VUEX VILLAS, 61, PEAK (Unfurnished).

ROOMS, suitable for Offices, on the 1st Floor of No. 3, Duddell Street.

No. 59, THE PEAK & CAMERON VILLAS.

Apply to—LINDEAD & DAVIN, 2nd Floor, Alexander Buildings, Hongkong, 2nd April, 1915. [63]

HOUSES TO LET

TO LET.

FURNISHED, including a splendid Piano, "FAIRVIEW," No. 3, Robinson Road, containing 6 Rooms, with ample Servants' Quarters.

Apply to—DAVID SASSOON & Co., LTD.
Hongkong, 1st June, 1915. [615]

TO LET.

2ND FLOOR, No. 1, DUDDELL STREET, for Office or Dwellings.

Apply within.
Hongkong, 1st June, 1915. [616]

TO LET.

BRITISH CONCESSION, SHAMEN, CANTON.

JUST Completing: Building of Modern Fire-Proof Structures, Electric Light and Hot and Cold Water Installation throughout. Good Office and Godown accommodation. Three self-contained Flats. Occupation and July. Inspection invited.

Apply to—T. E. GRIFFITH, Ltd., Canton. [611]

TO LET.

OFFICES in ALEXANDRA BUILDING.

Apply to—SECRETARY, A. S. WATSON & Co., LTD.
Hongkong, 23rd May, 1915. [63]

TO LET.

HOUSES in "FORREST BUILDINGS" and "ROSE TERRACE," Kowloon.

Apply to—SPANISH DOMINION PROCURATION.
Hongkong, 15th May, 1915. [601]

TO LET.

A HOUSE at Observatory Villas, Kowloon.

Apply to—ABBATON V. APCAR & Co.
Hongkong, 16th March, 1915. [633]

TO LET.

From 1st March.

GODOWN, No. 6, Duddell Street.

Apply to—A. E. AVASTA, Care of E. PARKER, No. 1, Duddell Street.
Hongkong, 2nd February, 1915. [614]

TO LET—AT THE PEAK.

No. 2, STUART TERRACE, Furnished and newly done up.

Apply to—H. E. POLLOCK, Prince's Building.
Hongkong, 20th January, 1915. [63]

TO LET.

A HOUSE in Kowloon Terrace.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
Hongkong, 1st March, 1915. [65]

TO LET.

"WINDSOR LODGE," Kimberley Road, Kowloon, 6-Roomed House with Tennis Court.

"PENTHREW," Minden Row, Kowloon, 6-Roomed House with Tennis Court.

2 and 3, MINDEN VILLAS, Kowloon, 5-Roomed Houses with Tennis Court.

FOUR-ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.

FLATS in Nathan Road, Kowloon.

A FLAT in Humphreys' Buildings, Kowloon.

Apply to—HUMPHREYS ESTATE & FINANCE Co., Ltd., Alexander Buildings.
Hongkong, 18th May, 1915. [590]

TO LET.

HOUSES in CLIFTON GARDENS, Conduit Road.

OFFICES, facing the Harbour between the Hongkong Club and Post Office.

88, THE PEAK "THE RETREAT," 21, WONG-NEI-CHONG ROAD.

GODOWNS, New Praya, Kennedy Town.

GODOWNS, at Wanchai Road.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
Hongkong, 1st April, 1915. [638]

TO LET.

OFFICES in St. George's Buildings Second Floor, Overlooking Harbour.

Immediate possession.

Apply to—SHEWAN, TOMES & Co.
Hongkong, 3rd December, 1914. [639]

TO LET.

THE GROUND FLOOR of No. 6, DES VUEX ROAD CENTRAL, occupied by Madame Gains, etc.

Apply to—DAVID SASSOON & Co., LTD.
Hongkong, 10th February, 1915. [627]

TO LET.

QUEEN'S BUILDING.

TO LET, the South-West portion of the FIRST FLOOR, including Treasury on Ground Floor, lately in occupation of the German Bank.

GODOWN, No. 3, Lee Home Street.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
Hongkong, 1st March, 1915. [635]

INTIMATIONS

stands for Excellent, and anyone

who drinks our E. PORT. E.

SHERRY, E. WHISKY

or E. BRANDY can be in

no doubt that the letter E

signifies excellence of a high order

and good value for money. By

buying in bulk from the very best

arms, and bottling ourselves, we are

able to give our customers better

value for money than we could by

importing the same thing by the

case. There is an old saying "Wine

mature in bottle, Spirits in cask."

That is the *raison d'être* of

our magnificent wine vaults, which

challenge comparison with anything

of the kind not only in Hongkong

but the Far East. There our wines

are bottled off soon after they arrive,

but our spirits, except for a small

stock to meet daily requirements,

are kept in wood. That is why our

spirits improve in quality, and

spirits imported in case do not. Our

customers get the benefit of that

increment in value, as we charge

nothing for it. We cordially invite

our customers to pay a visit of

inspection to our wine vaults, and

satisfy themselves that the above is

no idle newspaper puff.

A. S. WATSON & CO., LTD.

WINE & SPIRIT MERCHANTS.

Hongkong Office: 10a, DES VUEX ROAD C.

London Office: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 2nd, 1915.

"THE BLINKERS ARE OFF."

SEVERAL telegrams relating to the war published during the past month must have indicated to many readers a somewhat sudden change in the policy of the Censorship of news from the battlefield.

The first indication of this appeared in a lengthy telegram received about a month ago which described in some detail the battle of Neuve Chapelle.

The latest Home papers received throw a little light on the change. Just previous to the publication of the brilliant narrative of which our telegram was a summary, Mr. AUSTEN CHAMBERLAIN in a public speech at Birmingham had bitterly attacked the methods of the Press Censorship.

"News may be good or bad," he said, "but no Government understands our people which thinks that they will do good work by keeping back bad news. We have gone through bad times before, and the worse the times were the higher the spirit of our people rose. The greater the necessity you show them for exertion the greater the exertion they will make. If I plead that where no military necessity exists bad news should not be withheld, I plead, too, that we may have some greater and some fuller knowledge of the gallant and historic deeds of the regiments with which our city and the surrounding counties are associated. I am profoundly convinced that secrecy has been, and is being, carried to an extent which is detrimental to the best interests of our country. Any Government which tries to ride this country in blinkers will never get the best out of its mount." Lord Curzon had been speaking much in the same strain. Then, as if by way of concession or retort, one fine morning the brilliant account of the battle of Neuve Chapelle, which we make no excuse for publishing in *extenso* in this issue, was flashed upon

a startled public. One of the London newspapers commenting on it said:—"We confess that we gasped for breath at the insanely reckless fashion in which the names of British regiments are mentioned. For nine months it has been high treason to whisper the name of a regiment. Suddenly, without warning, the policy of the anonymous regiments is thrown to the winds, and we are presented with an old-fashioned bit of war correspondence, in which the gallantry of our famous regiments is published to the world, without any regard for the use which the Germans will make of the revelations. It is a startling departure from the troglodyte policy of the Censorship. Our regiments in this despatch no longer fight in blinkers, and the British longer fight in blinkers. In a people no longer read in blinkers, the blinkers are off. So injured have we become to the policy of blinkers, that we are disposed to say that it is too good to be true. Our scepticism has been so carefully nurtured by our official mandarins that we hesitate to believe a single word of this new unveiling. But loose upon us without any warning. As soon as our eyes grow used to the sudden flood of light we commence to thrill with pride. Yes, these are our regiments. We recognise them after their long hibernation. They leap out of the dark, and behold they are the same stuff as the stuff that fought at Albuera and Badajoz, at Corunna and Waterloo. It is impossible to read the story of their immortal heroism without being blinded by scalding tears. And we sigh regretfully as we think of the weary months of nameless nullity during which a British Army fought and bled and died in the dark."

The long telegram we published on Monday recounting glorious deeds of regiments and individuals in the more recent fighting at Festubert is another indication that "something has cracked" in the Censorship. It has been an open secret that the Commander-in-Chief of the British Army in France has pressed again and again for more publicity. It was advocated also by the late Lord Roberts. Lord Curzon in a recent speech in the House of Lords, in which he pressed for "more confidence and less mystery," said he was able to tell the Government as the result of a recent visit to France that every man in the Army, from the Commander-in-Chief to the humblest private, believed that unnecessary secrecy was being observed. It may be recalled in this connection how after the battle of Mons Sir John French, in addressing one of the regiments on a specially glorious feat, declared that their praises would be sung on the morrow in the Press throughout the Empire. But the Press Bureau had other ideas. It was quite three months before any news leaked out which identified this particular regiment with the feat which had won the high praise of the Commander-in-Chief. The French and the Russians, and even the Germans, have done more to stimulate public interest in the war than the British authorities and the change recently made in the British policy is one to be welcomed. Hitherto, as one London newspaper has put it, the British public has been expected to realise the nature of the mighty struggle, which has been in progress now for more than nine months—compared with which the war with NAPOLEON was a mere series of frontier expeditions—"from personal of the amiable optimism of 'Eye-Witness,' whose 'eye-wash,' as it is commonly called at the front, bears about the same relation to the realities as Pary's prattle did to the thrilling times he lived in." The *Pail Mall Gazette* remarked of the brilliant description of the battle of Neuve Chapelle, which we reproduce to-day, that "what it contains helps to define what we have missed in all our official information of that engagement. To see the war as such a narrative makes us see it is to feel and understand the call of duty with a clearness which no mist of slackness can again obscure."

Had narratives such as these been published from the very beginning it would not have taken nine months for the people of England to get something like a true appreciation of the titanic struggle in which the Empire is engaged and to realise the urgency of the call which the situation makes upon every man to respond to the nation's call for patriotic service whether it be on the field of battle or in the workshops on which the Army and the Navy depend for an ample and continuous supply of the munitions of war.

A telegram from Paris announces that Mr. J. Van Vollenhoven, ex-Governor-General of Indo-China, has enlisted as a sergeant in the 7th Regiment of Colonial Infantry, at Bordeaux.

A Chinese who was found on a train at Kowloon in possession of a quantity of opium was fined \$300 at the Magistracy yesterday, and another \$30 was imposed for attempting to export the stuff. The man came forward with the old excuse that he was taking charge of the opium for a friend.

A Chinese who came ashore with two daggers in his possession was fined \$50 at the Magistracy yesterday. He was noticed by a Customs' officer.

It will be noticed in our advertisement columns that the Boa Vista Hotel at Macao is to be re-opened on the 16th inst. under European management.

Yokohama papers announce the deaths of two old residents of the port in Captain A. Weston and Mr. L. Harlow, Captain Weston, who first came to Japan 35 years ago, died at the age of 79, and Mr. Harlow was in his 88th year.

It was notified yesterday in a *Hongkong Government Gazette* Extraordinary that information has been received from the Secretary of State for the Colonies to the effect that Italy has declared war upon Austria-Hungary and that Germany has declared war upon Italy.

The Honourable Francis Burton Harrison, Governor-General of the Philippine Islands, Mrs. Harrison, and party, have been visiting Peking. Governor Harrison is taking advantage of a leave of absence from Manila during the hot season to visit Japan and China on a sight-seeing and pleasure trip.

At the Magistracy yesterday, four coolies were charged by the Captain of the str. *Honam* with refusing to pay their fares, and each was fined \$10. Inspector MacDonald, who had charge of the case, told the Magistrate that quite a lot of this sort of thing had been going on, and it had become a regular nuisance.

Corporal Biggs, R.M.A., who for some time acted as instructor to the Volunteers on the guns at Belcher's Fort, died in the Military Hospital early yesterday

THE WAR.

PROGRESS ON ALL FRONTS.

SUCCESS OF RUSSIAN OFFENSIVE.

LARGE TURKISH FORCES ROUTED.

AMERICA AND GERMANY.

NATIONAL SERVICE IN ENGLAND?

THE NEAR EAST.

[THROUGH REUTER'S AGENCY.]

FIGHTING IN GALLI POLI.

TURKS ROUTED WITH HEAVY LOSS.
LONDON, May 31st.
The Official Press Bureau announces:—The British on the 28th May detected Turkish engineers mining in the Peninsula, whereupon we exploded a counter-mine most successfully. The Turks in the evening got a footing in the vacant trenches. We counter-attacked with the bayonet, and captured the firing trenches, whereupon the Turks in the support trenches surrendered.

Meanwhile heavy columns of the enemy advanced, being visible in the bright moonlight to our gunners, who opened a crossfire which was most accurate, the ranges being known, resulting in the demoralisation of the Turks. Their second line of bomb-throwers were bombed first, completing the rout. The enemy's losses were at least 2,000. Ours were 300.

The Turks on the next night made two counter-attacks, which were easily repulsed.

The French, on the night of the 28th inst., captured an important redoubt on the extreme left of the Turkish line, and consolidated the position. A Turkish counter-attack was checked. An artillery attack on another French Division was also defeated.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

MORE PROGRESS IN ARRAS.

PARIS, June 1st.
The evening communiqué says:—North of Arras we made fresh progress, and captured a mill and trenches on the Souchez-Carency road.

A German counter-attack in the vicinity of The Labyrinth was repulsed. There have been artillery duels on the Yser and at Bois-le-Pretre.

EASILY REPULSED.

PARIS, June 1st.
To-day's communiqué states:—We easily repulsed an attack in the Lorette district.

ITALIAN FRONT.

[THROUGH REUTER'S AGENCY.]

ITALIAN AIRSHIP ATTACKS POLA.

ROME, May 31st.
It is officially stated that an Italian dirigible flew over Pola (the Austrian naval depot) and threw bombs on the railway station, a petrol depot, and the Arsenal, where a conflagration broke out. The airship returned safely, despite fire from anti-aircraft guns.

ITALIAN DESTROYERS BOMBARD AUSTRIAN DOCKYARD.

ROME, May 31st.
It is officially stated that a flotilla of destroyers bombarded the dockyard at Monte Falcone, doing serious damage and sinking a number of grain-laden boats. The destroyers were not damaged.

DEATH OF A NOTED POLO PLAYER.

LONDON, June 1st.
Captain Noel Edwards, the international polo player, has died of gas poisoning.

GENERAL.

[THROUGH REUTER'S AGENCY.]

GERMANY'S REPLY TO AMERICAN NOTE.

WHOLESALE CONDEMNATION.
NEW YORK, June 1st.
The New York Herald, commenting on Germany's reply to the American Note re the sinking of the Lusitania, says:—In the case of Germany versus Civilization, the United States holds a brief for Civilization. Germany must respect the rights of non-combatants. The United States will not be diverted from her duty by quibbling.

The World says:—The Note is worse than evasive; it is insincere, even pettifogging. Germany contends that the Lusitania is a warship in the same way as she contended that Louvain University and Rheims Cathedral were fortifications. Other newspapers say the Note is an "amazing insult," and that there is nothing left but to sever diplomatic relations. They demand that the next step shall bring Germany to her senses.

AMERICA DISAPPOINTED.

WASHINGTON, June 1st.
There is great disappointment at Germany's answer to the American Note in regard to the sinking of the Lusitania, especially the failure to mention the United States' demand. There is little concealment anywhere that the situation is grave. It is stated that President Wilson will reply within forty-eight hours.

AN UNCENSORED LETTER.

LONDON, June 1st.
The Times has been prosecuted under the Defence of the Realm Act for publishing an uncensored letter from Major Richardson, the noted trainer of bloodhounds, headed "The need for Compulsion." The letter said that raw recruits were being called out in France while scores of able-bodied men in England were complacently doing nothing.

Mr. Bockin, the Treasury Counsel, said the letter was calculated to suggest to Frenchmen the absolutely false impression that complete indifference regarding the war existed in Great Britain.

RUMANIA AND THE WAR.

SOFIA, June 1st.
The Bulgarian Minister to Bucharest has arrived here to report on the situation in Rumania, and to receive instructions as to Bulgaria's attitude in the case of an eventual entente with Rumania who is reported to have made overtures to that end.

A Rome telegram says the transfer to Berlin of the Bulgarian Minister to Rome, who is pro-German, is regarded as indicative of a Bulgarian rapprochement with the Triple Entente. There have been great pre-Italian demonstrations in Sofia.

THE KING OF GREECE.

ATHENS, June 1st.
German and Austrian specialists have arrived at Athens, and have issued a bulletin to the effect that the King's condition is satisfactory, and there is now very little fever.

NATIONAL SERVICE.

TOPIC OF THE HOUR IN ENGLAND.

LONDON, June 1st.

The papers are devoting much space to the question of national service. The Conservative papers are practically unanimously in favour of the measure, and a section of the Liberal Press is likewise advocating it.

The Daily News, Daily Chronicle, Star and Economist, however, continue to oppose the idea.

The Times publishes columns of correspondence on "the topic of the hour," including a letter from Lord Denman, pointing out the successful precedent of Australia, where the measure was essentially democratic.

The Right Hon. Sir Joseph West Ridgeway suggests that compulsion should be applicable to Home defence only, otherwise it might divide the nation.

Mr. Harold Cox, who was a former opponent of national service, points out that pre-war conditions no longer exist, and he urges Parliament to arm the Government with compulsory powers.

A HOLIDAY FOR SIR E. GREY.

LONDON, May 31st.

It is officially announced that Sir Edward Grey, Secretary of State for Foreign Affairs, will take a short holiday to rest his eyesight. The Marquis of Crewe temporarily takes up duties as Foreign Secretary, and the Marquis of Lansdowne has consented to assist.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

BATTLE OF THE SAN.

REMARKABLE TURN OF THE TIDE.

PETROGRAD, May 31st.

The communiqué issued to-night is most important. It says:—

The Battle of the San is developing in our favour. We successfully assumed the offensive, and on Sunday night crossed the river at Lubaczowka and occupied the village, inflicting heavy losses on the enemy.

The German offensive along the front formed by Jaroslav and Radymno to the eastward has been stopped by our fire. All hostile attacks beyond the Dnieper have been repulsed with heavy losses. We assumed a resolute offensive on Saturday night with great success.

We have captured already over 7,000 prisoners and 30 quick-firers along this front, and the enemy has begun a disorderly retreat.

RUSSIANS CAPTURE 9,000 PRISONERS.

PETROGRAD, June 1st.

Fighting in the Shavli district continues to our advantage. We captured on the front between the Pilica and the Upper Vistula, from the 13th May to the 26th May, 209 officers and 8,617 men.

THE RUSSIAN OFFENSIVE.

PETROGRAD, June 1st.

General Imanoff is developing his success. He has captured a further thousand prisoners, and a large number of field kitchens and other material, and portions of the enemy's train.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

A BRITISH BLOCKADE.

ATHENS, June 1st.

A British blockade of the coast between the Dardanelles and the Straits of Samos is announced.

DEATH OF EARL JERSEY.

LONDON, June 1st.

The death is announced of the Earl of Jersey.

[The Earl was Governor-General of New South Wales 1890-93. Subsequently he was Chairman of the Light Railway Commission 1899-1903. He owned about 20,000 acres and interested himself in the work of the County Councils of Oxford and Middlesex, on both of which bodies he had a seat.]

OBITUARY.

LONDON, June 1st.

The death is announced of Sir Charles Crosthwaite, K.C.S.I.

[Sir Charles Haikes Todd Crosthwaite entered the Burma Civil Service in 1867 and eventually became Lieutenant-Governor of the N. W. Provinces and Oudh. He was a member of the Council of India from 1895 to 1905.]

AIRSHIP ACTIVITY.

[THROUGH REUTER'S AGENCY.]

ANOTHER ZEPPELIN RAID?

LONDON, June 1st.

The Press Bureau announces that Zeppelins are reported to have been seen at Ramsgate, Brentwood and certain of the outlying districts of London.

Many fires are reported, but these cannot be absolutely connected with the visits of airships.

THE ITALIAN NAVY.

The available fleet of Italy consists of 14 battleships, 10 armoured cruisers, five light cruisers, three scouts, 33 destroyers, 29 torpedo-boats, or 62 torpedo craft in all, and 20 submarines. The fleet usually in commission in the Mediterranean consists of seven battleships, divided into two squadrons, one of three "Dreadnoughts" and the other of four older ships, a training squadron of three old battleships, two squadrons of armoured cruisers, each consisting of three ships, and five light cruisers.

Dreadnoughts.	Guns.	Speed.
Andrea Doria	13 12in., 18 6in.	22
Caio Duilio	do	22
Conte di Cavour	13 12in., 18 4.7in.	23
Leonardo da Vinci	do	23
Giulio Cesare	do	23
Dante Alighieri	12 12in., 20 4.7in.	23

Battleships.	Guns.	Speed.
Roma	2 12in., 12 8in.	22
Napoli	do	22
V. Emanuele III.	do	22
R. Elena	do	22
R. Margherita	4 12in., 4 8in.	20
Benedetto Brin	do	20
A. D. St. Bon	4 10in., 8 6in.	18
E. Filiberto	do	18

Armoured Cruisers.	Guns.	Speed.
San Marco	4 10in., 8 7in.	23
San Giorgio	do	23
Amalfi	do	23
Pisa	do	23
F. Ferraguti	1 10in., 8 8in.	20

Light Cruisers.	Guns.	Speed.
Varese	14 6in.	20
G. Garibaldi	do	20
Carlo Alberto	12 6in., 6 4.7in.	19
Vettor Pisani	do	19
Marco Polo	6 6in., 10 4.7in.	19

Three small protected cruisers and four older protected cruisers detailed for parenthesis duties, and two old light cruisers; three modern scouts; a mine-laying squadron of torpedo-gun-boats; 33 destroyers, and 13 building; 29 torpedo boats, and 40 building; a remarkably large number for this class of boat. There is a number of older torpedo-boats which are probably of no fighting value. There are 20 submarines and a number building. It will be observed that the Italian Navy is deficient in cruisers, but has a powerful force of torpedo craft. The only light cruisers are under construction. The personnel of the Navy is being increased to 3,000. The new destroyers have attained a speed of over 33 knots, one of them reaching 37 knots. Three destroyers are projected which are to be of 1,000 tons displacement, carrying ten 4-inch guns and two double torpedo tubes, with a speed of 35 knots.

ANOTHER GERMAN TRICK.

The Imperial Merchant Service Guild have received the following important report from a member serving in one of the fast cross-channel steamers, and they deem it desirable that publicity should be given to it as a warning to those commanding and offering our merchant vessels:—

It is very pleasing to see that the British ships are holding their own against submarines. The Germans in charge of these craft must have the surprise of their lives when they see ships head for them at full speed. Last Friday night, whilst on a voyage from Southampton for St. Malo, and when about mid-channel we were slowly overhauling a steamer carrying full regulation lights, but a very powerful stern light. Times like these such a powerful light made me suspicious. (I must mention we were only carrying single lights). When about two miles distant the steamer started calling up on Morse Lamp; but we did not answer. After a short interval "Want Assistance" was spelt out very slowly. The code was long and the dashes very long; in fact just like a foreigner would signal. We switched off our lights and turned around to stare away from her. We noticed two other steamers in the distance. If a ship was really in distress there would be rockets fired, blue lights shown, whistle blowing, and various other means of making known that she was in want of help. She was a vessel of some speed. We were following sixteen, and before we turned around we tried to get ahead of her, but could not change the hearing. Our belief is that she was a decoy ship trying to lure us to steam close and catch down, then the submarine could do her deadly work easier, as I think they have learned that the cross channel steamers are a little too fast for them.

COIN SWEATING.

The Bank of Communications, says a Chinese contemporary, has reported to the Wuchang Financial Commissioner that many of the new silver coins have been found light in weight due to the operations of bad characters who lessen the weight by chemical process in order to reap illegal profit from the practice. The loss on each silver dollar varies from five to ten cents, and as this is very detrimental to its circulation in the market, he officials should devise means to prevent this illicit process and at the time to bring the evil-doers to punishment.

MR. ASQUITH AS PRIME MINISTER.

SEVEN YEARS' RECORD.

Mr. Asquith has been Prime Minister without a break for a longer period than any other statesman since the Reform Act. His nearest competitor is the late Marquis of Salisbury, whose third and last Premiership extended over seven years and sixteen days. That is the record which Mr. Asquith equals to-day.

It was on June 21st, 1895, that the fate of the first and only Rosebery Administration was sealed. Sir Henry Campbell-Bannerman, in laying the Army Estimates before the House of Commons, announced the approaching retirement of the Duke of Cambridge as Commander-in-Chief, and indicated the arrangements which the Government proposed to make when appointing a successor. Mr. Brodric, now Viscount Middleton, moved an amendment in order to call attention to the inadequacy of the store of small arms ammunition. There was a thin attendance at Westminster, and few people expected an important division. Great was the surprise, therefore, when the Government were beaten by seven votes. Lord Rosebery at once resigned, and on June 23rd Lord Salisbury was sent for by Queen Victoria.

LORD SALISBURY IN POWER.

On June 23rd Lord Salisbury kissed hands on his appointment as Prime Minister, and then formed the first Unionist Government. Mr. Balfour was First Lord of the Treasury and leader of the House of Commons, and places were found in the Cabinet for the Duke of Devonshire, Mr. Chamberlain, and Mr. Goschen, as Lord President of the Council, Colonial Secretary, and First Lord of the Admiralty respectively. The Ministry made it clear that their immediate policy was dissolution pure and simple. At the General Election the Liberal Party was completely routed. The Unionists obtaining a solid majority of 162 votes over Radicals and Irish Nationalists combined. That Parliament was dissolved in September, 1900, on the near conclusion of the South African War, and the appeal to the country improved the position of the Government. Lord Salisbury remained in power until July 11th, 1902, when he resigned owing to bad health, having as already stated, been at the head of the affairs for seven years and sixteen days.

His successor, Mr. Balfour, continued in office until December, 1905, when the Radicals were returned to power with Sir Henry Campbell-Bannerman as Premier, Mr. Asquith as Chancellor of the Exchequer, and Mr. Lloyd George as President of the Board of Trade. Mr. Churchill only got an Under-Secretaryship. In April, 1908, Sir Henry Campbell-Bannerman died, and on the 26th of that month Mr. Asquith took his place, travelling to Biarritz, where King Edward was staying, to kiss hands on appointment as Prime Minister. That was seven years and sixteen days ago to-day, so that to-morrow Lord Salisbury's record will be beaten.

WALPOLE AND PITT.

During the last two centuries there have been fifty-six Prime Ministers in this country. As to duration of power, Robert Walpole (1721) carries off the palm, having been in office 20 years and 289 days. William Pitt (1783) comes next with 17 years and 70 days, the Earl of Liverpool (1812) third with 14 years and 39 days, Lord North (1782) fourth with 12 years and 48 days, and Henry Pelham (1744) fifth with 8 years and 22 days. The table of the Administrations beginning with the year 1801 may prove interesting:

Date.	Prime Minister.	Duration.
1801 Mar. 17	Henry Addington	T. 3 55
1804 May 15	William Pitt	T. 1 233
1804 Feb. 11	Lord Grenville	T. 1 233
1807 Mar. 31	Duke of Portland	T. 2 243
1809 Dec. 2	Spencer Perceval	T. 2 161
1812 June 9	Earl of Liverpool	T. 14 39
1827 Apr. 24	George Canning	T. 1 108
1827 Sep. 5	Viscount Goderich	T. 1 125
1828 Jan. 25	Duke of Wellington	T. 2 295
1830 Nov. 22	Earl Grey	L. 3 236
1834 July 28	Viscount Melbourne	L. 1 123
1834 Dec. 26	Sir Robert Peel	C. 1 108
1835 Apr. 18	Viscount Melbourne	L. 0 144
1835 Sep. 6	Sir Robert Peel	C. 4 236
1846 July 6	Lord John Russell	L. 5 236
1852 Feb. 27	Earl of Derby	L. 2 233
1852 Dec. 28	Earl of Aberdeen	L. 2 33
1855 Feb. 20	Viscount Palmerston	L. 3 10
1858 Feb. 20	Earl of Derby	C. 1 106
1859 June 18	Viscount Palmerston	L. 6 182
1859 Nov. 6	Earl Russell	L. 1 232
1866 July 6	Earl of Derby	C. 1 234
1868 Feb. 27	Benjamin Disraeli	C. 1 279
1868 Dec. 9	W. E. Gladstone	L. 5 70
1874 Feb. 21	Earl of Beaconsfield	C. 6 69
1880 Apr. 28	W. E. Gladstone	L. 5 56
1885 June 24	Marquis of Salisbury	C. 2 221
1886 Feb. 4	W. E. Gladstone	L. 1 175
1886 July 26	Marquis of Salisbury	C. 6 23
1892 Aug. 18	W. E. Gladstone	L. 1 106
1894 Mar. 3	Earl of Rosebery	L. 1 118
1895 June 25	Marquis of Salisbury	C. 7 16
1902 July 12	A. J. Balfour	U. 3 162
1905 Dec. 5	Sir H. Campbell-Bannerman	L. 2 122
1908 Apr. 8	H. H. Asquith	L. —
T. Tory	W. Whig	L. Liberal
		C. Conservative
		U. Unionist

With regard to the Ministries of the last eighty or ninety years, it will be observed that Lord Salisbury, who was Premier three times, held office for thirteen years and 280 days, while Mr. Gladstone, who headed four Administrations, was only in power twelve years and 131 days altogether. Mr. Disraeli, with two Governments to his credit, was in office six years and 338 days; Lord Palmerston, two, nine years and 133 days; Sir Robert Peel, two, five years and thirty-nine days; and the Earl of Derby, three, three years and 288 days.

THE FULL OUTPUT.

WARNING BY LORD DERBY.

FUTURE OF RECRUITING.

MANCHESTER, April 27th.

A grave warning against undue optimism about Great Britain's position in the war was uttered by Lord Derby here to-day in a recruiting speech to representative employers and shopkeepers called at the instance of the Home Office. In a weighty passage Lord Derby answered the Prime Minister's speech at Newcastle, and said that the statement that the war operations were not being delayed by lack of war munitions was absolutely opposed to facts. He had Lord Kitchener's authority for saying that he asked that the recruiting efforts should be maintained, and that the time would come—sooner, perhaps, than most people expected—when he would ask for additional and redoubled efforts. Lord Derby thought that there would be a compulsory demand on the services of the country.

Lord Derby said that the war was being fought at a distance, and people did not seem to realize what tremendous things were happening. People did not realize how critical the position actually was. At present it was not on the advance but on the defence that we were acting, and we had had to fall back. Certain speeches had lately been made which were thought to justify a certain amount of optimism. He would say perfectly frankly what he thought about two of those speeches.

Lord Derby continued:—I am opposed to the present Government in politics, but I do not think any one of them can say for the moment that I have not been a loyal and wholehearted supporter of anything they have put forward during the war. If I criticize, it is a criticism because I feel deeply on the point. Loyalty may be strained too far, and my acquiescence in a matter may be taken to mean that I agree with it. When Mr. Asquith made that speech at Newcastle, a speech that was very much given to inspire people—I must say I looked forward to its effects on the ordinary intelligent man in the street. I do not pretend to have more intelligence than the man in the street, and I hope that I have not less, but I think I represent his view when I say that Mr. Asquith's speech at Newcastle gave England to understand that, so far as munitions of war were concerned, we were doing very well, and that the war operations have not been delayed owing to a lack of munitions. Now I say that it is absolutely and perfectly opposed to the facts. There is not a single man in the Army or, I believe, in the War Office who would support that view. I do not say for one moment that there has not been a great improvement, and that there has not been hard and excellent work on the part of those turning out munitions.

LORD KITCHENER'S ANSWER.

I asked Lord Kitchener myself not 24 hours ago whether he wanted more munitions of war. His answer was a tactful one, and he did not put himself in opposition to anybody. What he told me was this—and I have his authority for quoting it—that the demand for munitions of war is absolutely unlimited, and it is not confined to shells, but is for small ammunition, and the more he gets the more men he will be able to put into the field.

Reading between the lines, you will see that optimism as regards the output of munitions of war is not as justifiable as some people would have us believe.

Referring to Mr. Lloyd George's speech, in which he spoke of our 38 divisions, Lord Derby thought people were wrong in regarding that speech as optimistic. He considered that it was perfectly right to speak of the wonderful work that Lord Kitchener had done in organizing a force of 38 divisions fighting all over the world. Mr. Lloyd George has also said that Lord Kitchener was satisfied with the rate of recruiting. He was perfectly justified in saying he was satisfied for the moment, but that did not mean that the rate of recruiting could not and ought not to be increased. Again, he had Lord Kitchener's authority for saying that he asked that the recruiting efforts should be maintained, and that the time would come—sooner, perhaps, than most people expected—when he would ask for additional and redoubled efforts.

That seemed to mean that in a very short time they would have made to them an appeal which none of them would be able to say nay to. He thought that there would be a compulsory demand on the services of this country. Employers of labour would not only be doing a patriotic thing in helping recruiting by freeing as many men as possible at once, but they would be able to reorganize their business at leisure instead of having to hurry over it when the time of emergency came.

KISSED BY JOFFRE.

The Carmaux correspondent of The Maitre sends an extract from a letter written by Sergeant Henri Caluau, of the 15th Infantry Regiment, who during the battle at Ypres, with his section, withstood repeated attacks by an enemy company, and was awarded the military medal by General Joffre. Sergeant Caluau says that in presenting the medals General Joffre had a pleasant word for everyone. He said to the sergeant: "You are very young to get the military medal. The sergeant replied: "I am twenty-three, General." "Twenty-three!" echoed the General. "Do you know that I waited until I was sixty-three before I got it. Are you pleased?" The sergeant replied: "I am very proud of it, General." "So am I," rejoined the General. "After this short dialogue the General embraced me warmly and imprinted two resounding kisses on my forehead. I cannot tell you what I felt when the General's heavy moustache brushed my cheek. At such moments one feels as if in a trance."

FULL STORY OF NEUVE
CHAPELLE.

(Continued from page 1.)

to the right, and captures, after fierce fighting with bayonet and knife, a section of trench there, only to be cut off in the upshot by the Germans in the instant trench. On their left the Leicesters have gone through with a rush. Handy men with the bayonet, hardly a man in the battalion, the 2nd, that does not do his work. So gallantly, indeed, did the "Tigers" bear themselves this day that, after the fight, the Divisional General visited them in their billets to congratulate them on the good showing they made. The Leicesters come in for fire from the German trench, which has been left intact. It is a bad gap in our attacking line, and it must be closed.

PRODIGES OF BRAVERY.

Five of the Garhwalis' officers are dead now, killed in the first line after prodigies of bravery. In this fight the battalion is to lose 20 officers and 350 men killed and wounded. The Germans have started to shell the Garhwali trenches. But the men, though without officers, are steady. These stout little hillmen have seen their officers fall, fearlessly exposing themselves. They remember that, and it keeps them firm.

Now the Leicesters are going to effect a junction with marooned Garhwalis. A bombing party is creeping down the communication trench to pelt the Germans into the open. Cricket is good training for bomb-throwing, and the "Tigers" fling their bombs into the crowded German trenches as fast and true as though they were throwing down a wicket. As the Germans are driven out into the open they are shot or bayoneted or slashed with the kukri. The captain lays out five Germans with his revolver.

The day is wearing on. The attack has dragged badly at this point in the line. The Seafarers, with their attack on the German trench, from the front the 3rd London Regiment, a Territorial Battalion of the Royal Fusiliers, delivers a splendid charge. The men come tearing across the pitted fields, striving to get to the German trench, but they are cut down by machine-gun fire. They are driven back, but they are not discouraged. The Regulars cheer them as they swing past, and they carry in their stride the last German strongholds. The day is closing. As the sun sinks blood-red behind the grim skeleton that was once the village of Neuve Chapelle, our men dig themselves in on the new line we have won between the village and the Biz Wood.

STOPPED BY BARBED WIRE.

You who read these lines may never have heard of the Scottish Rifles, as the 2nd Battalion of the Cameronians like to be designated. A fine, proud corps, the old 90th Light Foot, the Scottish Rifles "do not advertise," as they will tell you in the accent of Lanark or Aberdeen, but they are the only regiment in the British Army that can lay claim to three Commanders-in-Chief and two Field-Marshal. Lord Hill, Lord Wolseley, and Sir Evelyn Wood, to wit. In a few hours of martyrdom the Scottish Rifles at Neuve Chapelle showed that they have lost nothing of the spirit which won them fame at Lucknow and at Spion Kop. All their officers save one were killed or wounded. The colonel, Lieutenant-Colonel Bliss, and his adjutant falling side by side, bravely leading the first line. The losses among the men were in proportion. A hundred and fifty odd were all that their sole surviving officer, a second lieutenant of the Special Reserve, could collect after the German position had been won. But, though all their officers were gone, the men remained as steady as on parade, "moulding themselves," as one who went along through the fight put it, "on the glorious example given them by their officers." And the Scottish Rifles showed the Germans how a Scotsman handles the bayonet.

It was the barbed wire again, a section of German trench which our artillery had unaccountably missed. The right-hand leading company, "B," got through without much opposition, but "A" Company, on the left, was literally mown down by machine-gun and rifle fire. The men who remained alive from that command hardly remember anything save tearing at the barbed wire with their hands, jabbing at it with their rifles and stamping on it. Finally, the men had to lie down in the open swept by machine-gun fire and sprayed by high explosive shrapnel that bursts with a hideous double effect—woof! woof!—while the bomb-throwers of "A" Company crept through the trench captured by "B" and eventually managed to drive the Germans out.

This attack was launched from the short piece of the Rue Tilleul, a bare, ugly highway where, with the Scottish Rifles, the Middlesex, Devons, and West Yorks were gathered. On the right of the Scotsmen the Middlesex undertook a similarly terrible ordeal with the same unflinching bravery. In front of the section of the German line allocated to them for capture the ground dips a little, and the barbed-wire entanglements, concealed in this fold of the ground, escaped the shells of our "big" guns.

On getting out of their trenches the Middlesex were a little crowded. As they pressed forward to the attack they were suddenly swept by a diabolical fire from two machine guns posted at either end of the German trench, so as to cover with their converging fire a patch of about 200 yards' front. In this zone no man could live. But the Middlesex were men of grit. They did not stop. They got as far as the wire. They hacked at it, tore it till their hands were raw and bleeding, and their uniforms rent to tatters. From their starting-point right up to the wire they left a deep lane of their dead and dying 150 yards long, a sight so poignant that men, coming suddenly on that bloody trail, broke down and went at the sheep-pity at the undying glory of it. Three times the 2nd Middlesex tried to burst through and silence those machine guns that barked death at them.

MIDDLESEX GAIN OBJECTIVE.

Their efforts were in vain. So the Middlesex lay down there in the open amongst their dead, amongst the whizzing bullets and the bursting shrapnel. Their colonel managed to get a message back to our guns to turn their fire again on the German trench in front, and presently our guns opened fire and destroyed the wire. In the meantime a bombing party of the Middlesex had cleared some Germans out of the environs. The Germans had been sniping from a cross-road and had signalled their readiness to surrender. On noticing, however, that the bombing party consisted only of an officer and six men, they ducked down in their trench again and reopened fire. The bombing party pushed on and pelted them out into the open, where the machine-gun officer of the Middlesex was waiting for them with his Maxim.

The Middlesex were now able to get on to their objective, a large orchard north-east of the village, where serious resistance had been anticipated. The Devons had got in there already and made mine-bombs of the Germans. Then the Middlesex stayed and consolidated the position. All during the fighting the co-operation between the trenches and our batteries had been greatly impeded by the continual interruption of telephonic communication owing to the destruction of the wires in the incessant rain of bullets. The Signalling Corps displayed the greatest bravery in going out repeatedly into the thick of the fight to repair the wires, which were cut again almost as soon as they were mended. Artillery observation was rendered difficult owing to the fumes of the country.

The Worcesters, the East Lancs, the Sherwood Foresters, and the Northants, advancing from the Rue Tilleul, followed up the attack. The Worcesters had a fine "scrap" with the Germans in an orchard round a farmhouse due north of Neuve Chapelle, the last stronghold of the position held by the Germans. The Worcesters "had their tails up" with a vengeance. They chased the Germans up and down that muddy field like terriers after rats. They pursued them with the bayonet round the trees. One German belted into the farmhouse and was found trying to propel his portly form up the chimney. He was pulled out and made prisoner.

THE GERMANS ON THE RUN.

By 1.30 in the afternoon village and environs were in our hands, but the advance was still delayed by the "dragging" of the brigades where the battalions had been held up by the barbed wire. The conditions were ideal for a further advance towards the Aubers Ridge. The Germans were on the run. The total demoralization of the prisoners' pride of the village of the dead found up to that hour were fully equipped. The prisoners were panic-stricken. They were not second-class troops, either, not pot-bellied, bespectacled Landwehr or Landsturm, but fine upstanding young Westphalians, clean, and in good uniforms. Most of the prisoners seemed heartily relieved at their capture. The Border Regiment baggage was a Prussian Colonel. He was delighted to be taken. Of his own initiative he formed up his men, bawling at them in the most approved Prussian bark, and marched them off through the British lines. The Borderers say the men seemed more scared of their Colonel than of the "hated English."

Nothing could be more characteristic of the difficulties of fighting in these flat plains dotted with groups of isolated houses and scamed with the network of trenches than the delay caused to our advance by the resistance of small parties of Germans posted at one or two points with machine guns. If it had been possible for the attack to have been pushed home immediately after the capture of the village, the ridge would probably have been ours. The few hours' delay enabled the Germans, with reinforcements scraped together from all over the region, to organise a stubborn resistance along the Petro Road and on the fringe of the Biz Wood.

In point of fact it was not till 3.30 that the advance could proceed. At this moment the enemy's opposition was still so paralysed that our men were able to form up unscathed in the open outside the village before advancing. Opposite the wood the soldiers got out of the trenches and walked about. The whole of our left attacked the Petro Road, but the German machine guns posted in the houses on the road held us up. The Gurkhas on the right penetrated into the Bois de Bois, but a German stronghold at a bridge over the little stream known as the Riviere des Layes enlaided the Indians, and the Gurkhas were unable to retain their advantage.

GERMAN COUNTER-THREAT.

Just before dawn the next morning the Germans made their first attempt to break through our capture. Their counter-attack was driven off with heavy loss, and we pursued them till we were checked by those fatal strongholds on the Petro Road. In the meantime our artillery had been steadily shelling the wood with a view to hindering the arrival of the German reinforcements, which were known to be en route. Two German regiments posted in the wood are believed to have been decimated. For days afterwards the enemy was observed to be burying dead bodies out of the wood and burying them in the fields in the rear.

All that day the Germans shelled our new line. Our troops stood it unflinchingly as ever, though we had some losses. During the night the expected German reinforcements began to arrive—Bavarian and Saxon regiments, which had been resting at Tourcoing, after a spell in the German trenches round Ypres. Dawn had not broken on the morning of March 12th when the Germans opened fire on Neuve Chapelle. Every body in the British lines knew this was the harbinger of a counter-attack, one of those thrusts en masse beloved of German commanders. At 5 a.m. sure enough! before it was light, surging masses of greycoats appeared in front of our left, east of Neuve Chapelle and south of Port Arthur on our extreme right.

TERRIBLE SLAUGHTER.

This German counter-attack was a ghastly business. The few prisoners who were taken say they were told that there had been "a slight mishap" and that a few British soldiers were in Neuve Chapelle and had to be driven out. The

attack was ill-timed and ill-prepared. The German Staff work seems to have been at fault, for their troops appeared to have expected to find us much farther back. In front of the Worcesters the enemy—they were Bavarians—advanced in column of route, an officer on horseback with drawn sword at their midst. A non-commissioned officer was seen driving the men along with a whip, as though they had been a herd of cattle.

The slaughter was sickening. In front of one of the brigades the Bavarians coming along at the ambling trot adopted by the German infantry at the assault and bawling "Hourra!" in the approved fashion, blundered into the fire of no fewer than 21 machine guns. The files of men did not recede or stagger. They had the shooting, amidst a crowd before one's eyes; the next moment, where it had been, lay a writhing, convulsed pile of bodies heaped up on the brown earth. When day broke, amid the rattle of machine gun and rifle fire, the German corpses were seen to make ramparts behind which the wounded took cover. In one case at least the Germans, feverishly digging themselves in, were actually seen to use the corpse of one of their comrades to finish off the parapet of their trench.

All through the German wounded crawled into the British lines, where they were well cared for and sent down in ambulances. The Gurkhas stood up on the parapet and called to the Germans to come on. A man in the Rifle Brigade, who had crawled out of the trench, came back with no fewer than nine Germans gingerly trailing behind him on all fours.

THE LAST EFFORT.

It was now clear that the preliminary to any successful advance must be the destruction by artillery of the three German strongholds—the two on the Petro Road and the bridgehead over the River Layes. But the weather allied itself with our existing difficulties. The clear atmosphere prevailing during the first day of the fighting, had given way to mist, impeding the artillery observation work and making it increasingly hard to distinguish friend from foe, amid a network of trenches which in some places were only 50 yards apart.

With hopes high and courage undaunted, our troops went forward again against the German line protecting the ridge. The 2nd Scots Guards, the 1st Grenadiers, the Borderers, and the 2nd Gordons, with their Territorial Battalion, the 6th, were amongst the regiments taking part in the assault. With incredible tenacity, using grenade and bayonet, part of the attacking troops worked their way right up to the houses about the Moulin de Pietre.

Here it was that the 6th Gordons lost their colonel, Lieutenant-Colonel Maclean. A subaltern, hearing that he had been killed, hastened to his side and found him still alive, lying in the open behind the trench with a bullet in his back and sinking fast. He was suffering grievously. The young officer fetched the Colonel some morphine, which eased his pain. "Thank you," said the dying man, "and now, my boy, your place is not here. Go about your duty." So he dismissed him and died a little while later, a very gallant gentleman.

Orders to our troops were to break down the German barrage of fire at all costs. All that human courage could do against the German line they did with that self-sacrifice and steadfast courage that they had shown throughout the two days' fighting. At half-past 12 the Rifle Brigade went forward in the face of the most devastating fire and actually managed to reach the trench in front of it, 100 yards away, at heavy cost. The German fire was so terrific and continuous that the wounded who strewed the ground did not dare lift their heads for fear of being shot. At 5 another attempt was made to get forward, but the front line, only succeeded in reaching the same point behind the Rifle Brigade already held. There we remained until nightfall, when, as it became apparent that no advantage was to be derived from holding the flooded trenches we had gained at the cost of so many valuable lives, the order was given to fall back on the positions from which the afternoon attack was made.

The fighting was now practically over. The Germans had apparently realised that the recapture of Neuve Chapelle and their trenches opposite the Bois de Bois was impossible, and settled down to strengthen their positions protecting the Aubers Ridge. Nevertheless, throughout the 12th they kept up a violent bombardment of our new line, without, however, achieving any success.

The 12th was a hard day for our Army. The troops were worn out with three days' fighting. In many cases they were in very insufficient cover, though they worked feverishly, dog-tired as they were, to entrench themselves effectually. The new trenches were very wet, and a biting wind added to the general discomfort. In many cases the men fell asleep standing up at their loopholes, and a sergeant tells how he went down the line of his trench after dark, tugging at a leg here and there to make sure that the men were still awake. More than once, he found himself plucking the boot of a dead German. On the 14th most of the troops which had taken part in this historic engagement had been relieved.

HEROES ALL.

A bright page in the splendid story of British heroism is the conduct of the doctors. As always, they distinguished themselves by their fearlessness and fire. gallantly reported by the stretcher-bearers. Their losses were heavy, for they exposed themselves without thought of danger. They were worthy of their patients, and their patients were worthy of them. Wounded, our men displayed the same fortitude as in advancing to the assault. There is a little scene enacted in a barn where a field ambulance had been installed on the iron roof of which the bullets kept up a devil's tattoo. It is night, and the doctor is going his rounds among the closely packed files of wounded, giving no a little morphine. "My leg is shattered," "Right, my man," says the doctor, "but where are you?" "I'm moving my hand, doctor," the voice went on, "I can't move anything else." The man had his morphine, and when his suffering had eased a little, he said to the doctor with a wan smile, "Well, there's one thing about it, doctor, that's cured my water on the knee." And a ripple of

laughter ran down the files of wounded men, Gordons and Warwicks and Guardsmen, packed together in that place of pain. Such is the spirit of our fighting men.

In five weeks' trench warfare recently a single British Division lost 1,257 men killed and wounded, a not inconsiderable fraction of our total casualties in the four fierce days of Neuve Chapelle. As the result of the staggering blow our Army dealt the Germans there, the casualties in the trenches have been very considerably diminished, so that our losses at Neuve Chapelle are compensated to this extent. More than this, as Sir Douglas Haig pointed out in his Order to the First Army, issued after the battle, our successful surprise of the enemy totally disorganised the forces from Ypres to far south of the La Bassée Canal and prevented him from withdrawing troops from our front to send against the French in the fighting at Notre Dame de Lorette. Lastly, to quote Sir Douglas Haig, "the British soldier has once more given the Germans a proof of his superiority in a fight, as well as of his pluck and determination to conquer."

The victory of Neuve Chapelle has welded the British Army in the field even closer together than before. The Army unites in mourning for the brave men that died, as in admiration for the countless deeds of individual heroism the fight brought forth and satisfaction at the important results achieved. No one rejoices more at the splendid manner in which the Army stood the test than Sir John French, who in a stirring Special Order to the First Army, expressed his fervent and most heartfelt appreciation of the magnificent gallantry and devoted tenacious courage displayed by all ranks. With his eulogy will be mingled the warmest thanks of England.

SHIPPING IN PORT.

STEAMERS.
ATAGOSAN MARU, Japanese str., Kwa-mura, 30th May—Mitsui 24th May, Coal.—Mitsui Bussan Kaisha.
BRISBANT, British str., 715, J. Selmes, 21st May—Cebu 25th May, Ballast.—Carmichael & Clarke.
CHANGCHOW, British str., 1,205, G. Morse, 24th May—Bangkok 15th May, Rice.—Butterfield & Swire.
CHEKIANG, British str., 1,313, Cowan, 22nd May—Hongay 19th May, Coal.—Butterfield & Swire.
CHIN MARU, Japanese str., 7,253, William Woodus Greene, 29th May—San Francisco 1st May, General.—Toyo Kisen Kaisha.
CHINDHON, British str., 1,195, Jas. Doyle, 27th May—Port Faravall 28th May, General.—Shewan, Tomes & Co.
CHUNAN, British str., 1,550, R. Robeson, 25th May—Bangkok 19th May, Rice.—Butterfield & Swire.
DAGIN, Norwegian str., 897, A. I. Silvesten, 29th May—Bangkok 20th May, Rice.—Chinese.
DAI MARU, Japanese str., 6,625, S. Tokushigi, 28th May—Haiphong 26th May, Rice.—Osaka Shosen Kaisha.
DONAN, British str., 2,363, Ralley, 22nd May—Shanghai 19th May, General.—Asiatic Petroleum Co.
FOOKEE, Chinese str., 1,376, B. Migakoa, 24th May—Chefoo, General.—Chinese.
HAIYANG, British str., 1,303, A. E. Hodgkin, 27th May—Saigon 23rd May, Rice and General.—Chinese.
HUBSON, British str., 3,703, 28th May—Mojoi 22nd May, Coal.—Mitsui Bussan Kaisha.
KAWACHI MARU, Japanese str., 3,531, K. Kurodumi, 31st May—Mojoi 26th May, General.—Nippon Yusen Kaisha.
KOHINA MARU, Japanese str., 1,354, Yamashita, 30th May—Mojoi 23rd May, Coal.—Mitsui Bussan Kaisha.
KOLYA, British str., 1,163, F. J. Pooley, 25th May—Manila 21st May.—Thoresen & Co.
KURASHIMA MARU, Japanese str., 2,763, Itani, 20th May—Wakamatsu 14th May, Coal.—Mitsui Bussan Kaisha.
KWANGSE, British str., 1,227, W. O. Jones, 30th May—Newchwang 24th May, Beans and General.—Butterfield & Swire.
MAUSANG, British str., 1,644, Alcock, 26th May—Sandakan 20th May, General and Timber.—Jardine, Matheson & Co.
MENTOR, British str., 3,955, Warrall, 30th May—Singapore 25th May, General.—Butterfield & Swire.
MEXICO MARU, Japanese str., 3,760, N. Kobayashi, 25th May—Shanghai 21st May, General.—Osaka Shosen Kaisha.
MIDDLEHAM CASTLE, British str., 2,900, James Walters, 28th May—Manila 25th May, General.—Dodwell & Co.
MYOGISAN MARU, Japanese str., 1,702, K. Munakata, 26th May—Wakamatsu 20th May, Coal.—Mitsui Bussan Kaisha.
NANSHAN, British str., 2,596, H. E. Gilroy, 27th May—Kobe 21st May, General.—Jardine, Matheson & Co.
NIGHTHRE MARU, Japanese str., 2,019, S. Suzuki, 28th May—Wakamatsu 22nd May, Coal.—Gilman & Co.
OZARU MARU, Japanese str., 2,699, Yoshida, 28th May—Mojoi 23rd May, Coal.—Mitsui Bussan Kaisha.
SAIGON MARU, Japanese str., 2,740, T. Watanabe, 28th May—Mojoi 23rd May, General.—Osaka Shosen Kaisha.
SUNGKIAN, British str., 937, I. Robinson, 20th May—Haiphong 24th May, General.—Butterfield & Swire.
TITAN, British str., 5,730, J. W. Read, 25th May—Manila, 22nd May, General.—Butterfield & Swire.
TJIKINI, Dutch str., Lap, 23rd May—Batavia and Saigon 19th May, General.—Java-China-Japan Lijn.
TJUKAN, Dutch str., 3,659, F. V. Tjunker, 29th May—Java, General.—Java-China-Japan Lijn.
TOYORA MARU, Japanese str., 1,438, K. Shimizu, 22nd May—Karatsu 16th May, Coal.—Mitsui Bussan Kaisha.
TUNGA, Norwegian str., 1,033, C. Cornclissen, 29th May—Bangkok 20th May, Rice.—Chinese.
WAISHING, British str., 1,272, M. Picknell, 29th May—Bangkok 22nd May, Rice and General.—Jardine, Matheson & Co.
YINGGOW, British str., 1,216, E. I. Jones, 30th May—Shanghai 27th May, General.—Butterfield & Swire.

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JOHN I. THORNYCROFT & CO., LTD.
PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 H.P.
As supplied to the British Admiralty and War Office.
MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION, MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.
Dockyard Managers, can be seen between the hours of 11 a.m. and 12 Noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA, AND JAPAN, AGENTS.
Telephone Address—"TAIKOO DOCK." [30]

JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIKINI ...	JAVA	2nd half of May.	—	—
* TJIMANOEK ...	JAPAN	25th May.	JAVA	29th May.
TJILATJAP ...	JAVA	25th May.	SHANGHAI & JAPAN	1st half June.
TJIPANAS ...	JAVA	4th June.	JAPAN	1st half June.
* TJITAROEM ...	JAVA	15th June.	SHANGHAI	2nd half June.

* Wireless Telegraphy.
The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a fully qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.
For Particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN.
Yok Buildings, 14 Floor.
Hongkong, 16th May, 1915.
Telephone No. 1674. [3]

THOS. COOK & SON.

TOURIST, STEAMSHIP AND FORWARDING AGENTS.
BANKERS, &c.

Head Office for the Far East:—15, DES VUEUX ROAD, HONGKONG.
SHANGHAI: 2-3, FOONHONG ROAD. YOKOHAMA: 32, WATER STREET.
MANILA:—MANILA HOTEL.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED, FOREIGN MONIES Exchanged.
Cook's "FAR EASTERN TRAVELLER'S GAZETTE," containing Sailing and Fare from the Far East to all parts of the World, will be forwarded free on application.
CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.
Hongkong, 3rd July, 1914. [593]

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	MALTA Capt. C. G. Smith, R.N.E.	Daylight 5th June.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	ORIENTAL Capt. A. L. Valentini	Noon 5th June.	See Special Advertisement
SHANGHAI, MOJI, KOBE AND YOKOHAMA	KARMALA Capt. H. G. Evans, R.N.E.	About 8th June.	Freight and Passage.
LONDON VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES	NAGOYA Capt. A. B. Garwood, R.N.E.	About 10th June.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

Subject to immediate alteration without Notice.

For Further Particulars apply to—

E. A. HEWETT,
Superintendent.

Hongkong, 1st June, 1915.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
NINGPO	"CHEKIANG"	On 2nd June, 4 P.M.
SHANGHAI	"YINGCHOW"	On 3rd June, 4 P.M.
WELSHAIWEI and TIENTSIN	"HUICHOW"	On 5th June, 12 Light.
SHANGHAI	"CHENAN"	On 6th June, 12 Light.
MANILA, CEBU and ILOILO	"TAMING"	On 8th June, 4 P.M.

DIRECT SAILINGS TO WEST RIVER Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI"

MANILA LINE—TWIN-SCREW STEAMERS "CHINEBIA," "TAMING" and "TEAN." Excellent Saloon accommodation A midship; Electric Fans fitted; Extra State-rooms on Deck, aft on "TAMING" and "TEAN."

SHANGHAI LINE—TWIN-SCREW STEAMERS "ANHUI" and "HERNANDEZ" and the S.S. "KANCHOW," "LIANGCHOW," "LUCHOW" and "YINGCHOW." Having excellent accommodation with Electric Light throughout and Electric Fans in the Saloons and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers Limit Passengers to Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to—
HONGKONG, 2nd June, 1915. TELEPHONE 36. AGENTS.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light, Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying at 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIMUN"	Capt. A. H. Stewart	FRIDAY, 4th June, at 1 P.M.
"HAICHING"	Capt. W. C. Pasmore	FRIDAY, 11th June, at 1 P.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to—DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 2nd June, 1915.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

S.S. "ITOLA," 5,357 tons, Captain Bailer, will be dispatched for SHANGHAI, YOKOHAMA, KOBE and MOJI on 2nd June.

WESTWARD

S.S. "DUNERA," 5,389 tons, Capt. Munro, will be dispatched for SINGAPORE, PENANG, RANGOON and CALCUTTA on 5th June.

S.S. "JAPAN," 6,715 tons, Capt. C. P. Eddon, will be dispatched for SINGAPORE, PENANG and CALCUTTA on 26th June.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
AGENTS.

Hongkong, 2nd June 1915.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MANILA SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	24th June.	On 22nd June, 10 A.M.
EMPIRE		On 17th July, 10 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.
For further particulars, apply toGIBB, LIVINGSTON & CO.,
AGENTS.

TOYO KISEN KAISHA.



SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA,
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Displacement Tons and Speed.	Leave Hongkong.
CHIYO MARU	22,000—21 knots	TUES., 8th June.
TENYO MARU	22,000—21 knots	TUES., 29th June.
* NIPPON MARU	11,000—18 knots	TUESDAY, 13th July.
SHINYO MARU	22,000—21 knots	TUES., 27th July.

* Via MANILA, Omitting Shanghai.

Steamer via Shanghai leaves at Noon.
" " Manila " at 10.30 A.M.

FIRST CLASS TO LONDON	£71.10.	RETURN (6 MONTHS) £120.
" " " NEW YORK	£60.	" " " £96.10.
" " " SAN FRANCISCO	£45.	" " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the Pacific Mail S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS
MISSIONARIES, etc.ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines
and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, LOS ANGELES,
SALINA CRUZ, PANAMA, CALLAO, IQUIQUE AND
VALPARAISO.

THENCE BY

TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
KIYO MARU	17,500—15 knots	Saturday, 10th July.

For Full Particulars as to Passage and Freight, apply to—

K. DOI, CHING AGENT,
King's Building.

TELEPHONE 29.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN
VIA SHANGHAI.FORTNIGHTLY SERVICE TO AND FROM EUROPE
VIA SUZ CANAL.

OUTWARD

FOR SHANGHAI, KOBE AND
YOKOHAMA
| (Without Transshipment) | ATLANTIQUE | On 14th June. |

HOMeward

MARSEILLES VIA SAIGON and
PORTS
| (Without Transshipment) | CORDILLERE | On 18th June, 1 P.M. |

ALL STEAMERS FITTED WITH WIRELESS.

Weekly branch line from Saigon to Haiphong.
Branch line connecting every four weeks at Colombo, for Calcutta.
State Rooms 1st, 2nd and 3rd Class.
Return Tickets to Europe available two years.
Return Tickets to Intermediate Ports available six months.

For further particulars apply to

P. THOMAS, AGENT,
QUEEN'S BUILDING.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).THE AMERICAN LINE TO TACOMA AND SEATTLE
In Connection with

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY CO.

FOR VICTORIA AND TACOMA VIA SHANGHAI, MOJI, KOBE,
YOKKACHI AND YOKOHAMA.Steamer "CHICAGO MARU" ... K. Hori ... FRIDAY, 11th June, at 3 P.M.
These newly-built Steamers of American Line have fair speed and are fitted with the
Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM
PENANG AND COLOMBO.

Steamer	Captain	Leaving
FOR TAMSUI AND KEELUNG VIA SWATOW AND AMOY.		
"KALIO MARU"	Y. Yamamoto	SUNDAY, 6th June, at Noon.
"DALIN MARU"	K. Murakami	SUNDAY, 13th June, at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"SOSHU MARU"	A. Kobayashi	WEDNESDAY, 9th June, at 10 A.M.

FOR HAIPHONG (DIRECT).

Steamer	Captain	Leaving
"DAIGI MARU"	T. Konishi	THURSDAY, 3rd June, at 10 A.M.
"KIKO MARU"	Imazumi	SUNDAY, 6th June, 10 A.M.

These Steamers of Coast and Forenoon Line have Excellent accommodation for First
Class Passengers and are fitted with a Electric Light and Fans.
These Steamers will arrive at and depart from Soan Yip Wharf (near the Harbour
Office).

For FURTHER INFORMATION, apply to

H. YAMAUCHI,
MANAGER,
Second Floor, No. 1, Queen's Building.

114

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	TONS	SAILING DATES
MARSEILLES and LONDON VIA SINGAPORE, PENANG, COLOMBO, SUZ and PORT SAID	FUSHIMI MARU Capt. Arizawa	25,000	THURSDAY, 3rd June, at Noon.
	HIRANO MARU Capt. H. Fraser	15,000	THURSDAY, 17th June, at Noon.
VICTORIA, H.C. and SEATTLE VIA KEELUNG SHANGHAI, MOJI, KOBE YOKKACHI and YOKOHAMA	ARI MARU Capt. Noma	12,500	TUESDAY, 15th June, at 4 P.M.
	TAMBA MARU Capt. Nagasawa	12,500	TUESDAY, 29th June, at 4 P.M.
SYDNEY and MELBOURNE VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	TANGO MARU Capt. K. Soyeda	13,500	TUESDAY, 16th June, at 4 P.M.
	NIKKO MARU Capt. Takeda	9,000	FRIDAY, 16th June, at 4 P.M.
CALCUTTA VIA SINGAPORE, PENANG and RANGOON	TOSA MARU Capt. Takeda	12,000	MONDAY, 12th June.
BOMBAY VIA SINGAPORE, MALACCA and COLOMBO	RANGOON MARU Capt. H. Nomura	8,000	SATURDAY, 12th June.
KOBE and YOKOHAMA	HAKATA MARU Capt. Kawashima	13,500	THURSDAY, 8th June.
SHANGHAI, MOJI and KOBE	BOMBAY MARU Capt. Ohta	8,000	TUESDAY, 20th June.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. Takeda	2,600	SUNDAY, 13th June, A.M.
SHANGHAI, KOBE and YOKOHAMA	KAMO MARU Capt. Shimizu	16,000	SUNDAY, 6th June, at 10 A.M.

§ Wireless Telegraphy.

PASSENGER SEASON FOR 1915

FOR EUROPE.

Steamer	Displacement	Leave Hongkong
FUSHIMI MARU	25,000 Tons	Thurs., 3rd June.
HIRANO	15,000 "	Thurs., 17th June.
KATANI	20,000 "	1st July.
KAMO	16,000 "	16th July.
KASHIMA	20,000 "	29th July.

FOR AMERICA.

Steamer	Displacement	Leave Hongkong
ARI MARU	12,500 Tons	Tues., 15th June.
TAMBA	12,500 "	29th June.
YOKOHAMA	12,500 "	Thurs., 8th July.
SALU	12,500 "	Tues., 27th July.
AWA	12,500 "	10th Aug.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1941.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer leaves	Steamers to	Leave SHANG- HAI	Leave HONG- KONG	Connecting Steamer from COLOMBO to MARSEILLES and LONDON	Due at MARSEIL- LES	Due at LONDON
YOKOHAMA	COLOMBO	about p.m.	about Noon			
May 24	ORIENTAL	June 1	June 5	MOLDAVIA	July 4	July 11
June 7	MALTA	June 14	June 18	EGYPT	July 13	July 25
June 21	SARDINIA	June 28	July 2	MOLDAVIA	Aug. 15	Aug. 8
July 19	SUBIA	July 12	July 16	MONGOLIA	Aug. 23	Aug. 22
	ORIENTAL	July 27	July 31	NALWA	Sept. 4	Sept. 4
	MALTA	Aug. 9	Aug. 13	PERSEA	Sept. 11	Sept. 18
	SARDINIA	Aug. 23	Aug. 27	MOREA	Sept. 25	Oct. 2
	NUBIA	Sept. 6	Sept. 10	MALJOJA	Oct. 9	Oct. 16

Passengers change Steamers at COLOMBO.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in
Hongkong at the time of Booking.

FARES

The Fares to London and Marseilles are as follows:—

	LONDON
1st Saloon "A" Accommodation Single	£70.
"B" " " " " "	£44.
2nd Saloon "A" " " " " "	£48.
"B" " " " " "	£24.
	MARSEILLES
1st Saloon "A" Accommodation Single	£66.
"B" " " " " "	£60.
2nd Saloon "A" " " " " "	£46.
"B" " " " " "	£22.

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES

PROPOSED SAILINGS:

STEAMERS	Leave Y.H.A.M.	Leave SHANGHAI	Leave H.KONG	Leave SINGAPORE	Due at Marseilles if sailing	Due at LONDON
NAGOYA	about	about	about	about	about	about
KARMA	May 24	June 3	June 12	June 18	July 16	July 26
KASHGAR	June 21	July 1	July 7	July 13	Aug. 12	Aug. 20
	July 19	July 28	Aug. 4	Aug. 10	Sept. 10	Sept. 19

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO.

FARES TO LONDON:

1st Saloon £54 Single; £81 Return. 2nd Saloon £38 Single; £57 Return.

FARES TO MARSEILLES:

1st Saloon £50 Single; £75 Return. 2nd Saloon £30 Single; £45 Return.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.
Cable to the War in Europe, Steamers and sailing dates are liable to be cancelled or altered
without Notice.

For Further Particulars apply to—

E. A. HEWETT,
SUPERINTENDENT.

23

